

Shipping, Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon, India, Persian Gulf, West Indies,
Australia, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
SARDINIA	6,684	2nd Sept.	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	6th Sept.	M'les, London & Antwerp
NAGOYA	6,854	11th Sept.	M'les, London & Antwerp
KAISAR-I-HIND	11,430	20th Sept.	M'les, London & Antwerp
SUDAN	6,686	30th Sept.	S'pore, P'ang, C'bo & B'bay
KASHMIR	8,963	4th Oct.	M'les, London & Antwerp
PEBRAWUR	7,943	11th Oct.	M'les, London & Antwerp
MOREA	10,911	18th Oct.	M'les, London & Antwerp
SICILIA	6,813	27th Oct.	S'pore, P'ang, C'bo & B'bay
KASHGAR	8,840	1st Nov.	M'les, London & Antwerp
KALWA	10,941	15th Nov.	M'les, London & Antwerp
SARDINIA	6,684	25th Nov.	S'pore, P'ang, C'bo & B'bay
KARMA	9,093	29th Nov.	M'les, London & Antwerp
MANUA	10,902	13th Dec.	M'les, London & Antwerp
SUDAN	6,686	23rd Dec.	S'pore, P'ang, C'bo & B'bay
KEIVA	9,135	27th Dec.	M'les, London & Antwerp
MACEDONIA	11,089	10th Jan. 1925	M'les, London & Antwerp
SICILIA	6,813	20th Jan.	S'pore, P'ang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

WALWA	10,000	3rd Sept.	S'pore, Penang & Calcutta
KILAWA	10,000	14th Sept.	S'pore, Penang & Calcutta
TAIREA	8,500	19th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	27 Aug. noon	Manila, S'kan, Thursday Is.
ARAFURA	6,000	1st Oct.	Cairns, Townsville, B'bane
ST. ALBANS	4,500	25th Oct.	Sydney & Melbourne.

Representative connections from Australia with the following
The Union S.S. Co.'s steamers to London via Cape Canal.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

WILAWA	10,000	25th Aug.	Amoy, S'hai, Moji & Kobe
PEBRAWUR	7,943	31st Aug.	Shanghai & Yokohama
TAIREA	8,500	31st Aug.	Moji & Kobe
KASHMIR	8,963	5th Sept.	Shanghai, Moji & Kobe
ARAFURA	6,000	6th Sept.	Moji & Kobe
SUDAN	6,686	6th Sept.	Shanghai & Kobe
TANDA	6,956	18th Sept.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be
received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
12, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENGLADE	3rd Sept.	PEMBROKESHIRE	13th Sept.
GLENSAYDA	23rd Sept.	GLENIFFER	28th Sept.
GLENSHANE	7th Oct.	GLENGLADE	11th Oct.
GLENGARRY	16th Oct.	GLENGLADE	11th Oct.

Movements are subject to change without notice.
For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'la, S'kan, Thurs. Is. & A'lian Ports.
TAIYUEN	23rd Sept.	28th Sept.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.
Telephone Central No. 36.

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.
Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
KEELUNG, HONGKONG, CANTON, HAIPHONG.
Sailing from Hongkong.

FOR CANTON
S.S. "TAIKWA MARU" ... on or about Aug.
FOR HAIPHONG via Hoihow & Pakhoi
S.S. "TAIKWA MARU" ... on or about Aug.
FOR KEELUNG via Swatow & Amoy
S.S. "CHUKWA MARU" ... on or about Aug.

For further particulars, please apply to:-
Branch Office, MATARAI, AGENT,
No. 37, Bonham Street, West. Tel. Central No. 155.
Top Floor, King's Building, Tel. Central No. 340 & 4457.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America C. 3403, G. 3420, G. 3440

YOKOHAMA M. (Calls Keelung) Sat., 30th Aug. at 11 a.m.

KAGA MARU ... Friday, 26th Sept.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KITANO MARU (Calls R'dam) Tuesday, 26th Aug. at 11 a.m.

HARUNA MARU ... Wednesday, 10th Sept.

HAMBURG via LONDON & ROTTERDAM & Ports.

MITO MARU ... Friday, 26th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

TSURUGA MARU (Calls Glasgow) ... Monday, 8th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 17th Sept. at 11 a.m.

YOSHINO MARU ... Wednesday, 15th Oct.

NEW YORK and/or BOSTON via PANAMA.

MAYBASHI MARU ... Tuesday, 2nd Sept.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Monday, 1st Sept.

BOMBAY via Singapore & Colombo.

AKI MARU ... Friday, 29th Aug.

TOKUSHIMA MARU ... Wednesday, 10th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

WAKASA MARU ... Sunday, 31st Aug.

YAMAGATA MARU ... Monday, 8th Sept.

JAVA & CALCUTTA.

MURORAN MARU ... Friday, 29th Aug.

GAMAGATO MARU ... Thursday, 11th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 11th Sept.

SHANGHAI, KOBE & YOKOHAMA.

TSUSHIMA MARU ... Sunday, 24th Aug.

KATORI MARU ... Sunday, 24th Aug.

AWA MARU ... Friday, 29th Aug.

ATSUTA MARU ... Wednesday, 10th Sept.

For further information apply to NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2423. Y. TAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" ... Sailing about 26th August.

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FIUME).TAKING, CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK-SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.**£66.**

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" ... Sails about 25th Aug.

S.S. "FIUME-L" ... Sails about 31st Aug.

S.S. "PERSIA" ... Sails about 30th Sept.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails about 7th Sept.

S.S. "LACONIA" ... Sails about 4th Oct.

S.S. "FIUME-L" ... Sails about 7th Oct.

S.S. "PERSIA" ... Sails about 7th Nov.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sailing about 31st Aug.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

ELLERMAN & STEAMSHIP

BUCKNALL

COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.

City of Birmingham 31st Aug. M'les, L'don, R'dam, Lyth & G'gow

City of Manila 11th Sept. Havre, London, R'dam & Hamburg

PASSENGER SERVICE.

City of Lahore 26th Oct. Shanghai & Japan

City of Lahore 4th Dec. Marseilles, London, etc.

City of Karachi 29th Jan. Marseilles, London, etc.

City of Baroda 25th Feb. Marseilles, London, etc.

A Class. 1st Class.

FARES TO LONDON.

Single 1st Class A 292, B 284. Single 2nd Class A 262, B 256

Cargo Steamers Saloon Passage £23.

For further particulars apply to

HOLYOAK, MESSY & CO., LTD. THE BANK LINE LTD.

CANTON. Tel. Central No. 1030.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
MANILA	Yuensang	Sat. 33rd Aug. at 11 a.m.
TIENSIN	Chipsang	Sat. 23rd Aug. at noon.
HAIPHONG via Hoihow Mingsang		Sun. 24th Aug. at 7 a.m.
N'OHWANG via Swatow.		Sun. 24th Aug. at 9 a.m.
Shanghai & Antung.	Wosang	Mon. 25th Aug. at 5 p.m.
BANGKOK via Swatow Hangsang		Tues. 26th Aug. at 3 p.m.
STRAITS & Calcutta.	Laisang	Wed. 27th Aug. at 10 a.m.
TTAO via S'tow & S'hai Tingsang		Fri. 29th Aug. at 10 a.m.
SHANGHAI via Swatow Foonshing		Sat. 30th Aug. at 3 p.m.
MANILA via Amoy	Sulsang	Sun. 31st Aug. at 8 a.m.
HAIPHONG via Hoihow Locsang		Sun. 31st Aug. at 7 a.m.
KOBE	Namsang	Thurs. 4th Sept. at 1 p.m.
SANDAKAN	Mausang	

Calcutta Line.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line.—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line.—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line.—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Tuesday, 26th Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haifooong...	W. S. Turnbull...	TUES., 26th Aug. at 1 p.m.
Haining...	W. C. Passmore...	FRI., 29th Aug. at 5 p.m.
Haihong...	Ellis Walker...	TUES., 2nd Sept. at 3 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 11th Sept.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mali Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailings for S'hai & Japan	Pro. Sailings from H'g. for M'les
ANGKOR	—	—	17th Aug.
AZAY LE REDEAU	—	—	7th Sept.
PAUL LEOAT	17th July.	17th Aug.	14th Sept.
ANDRE LEBON	31st July.	1st Sept.	28th Sept.
AMBOISE	14th Aug.	15th Sept.	13th Oct.
CHANTILLY	28th Aug.	29th Sept.	26th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A'Class ... 1st Class £35.0.0 B'Class ... 1st Class £23.0.0
Steamers ... 2nd Class £28.0.0 Steamers ... 2nd Class £20.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "VALOU" from Dunkirk, London, Havre is due to

arrive about 17th Aug.

For further particulars apply to

Messageries Maritimes Co.

2, rue de la Paix, Paris.

Agents:—**THE BANK LINE LTD.**

CANTON. Tel. Central No. 1030.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO' LONDON & STRAITS

The Steamship "BENDOKAN"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 29th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 12th. Sept. or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 29th inst. at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be counter signed by

GIBB, LIVINGSTON AND**CO., LTD.,**

Agents.

Hongkong, 22nd. August, 1924.

NOTICE TO CONSIGNEES.

The Steamship

"WRAY CASTLE"

FROM NEW YORK

CONSIGNEES of Cargo are

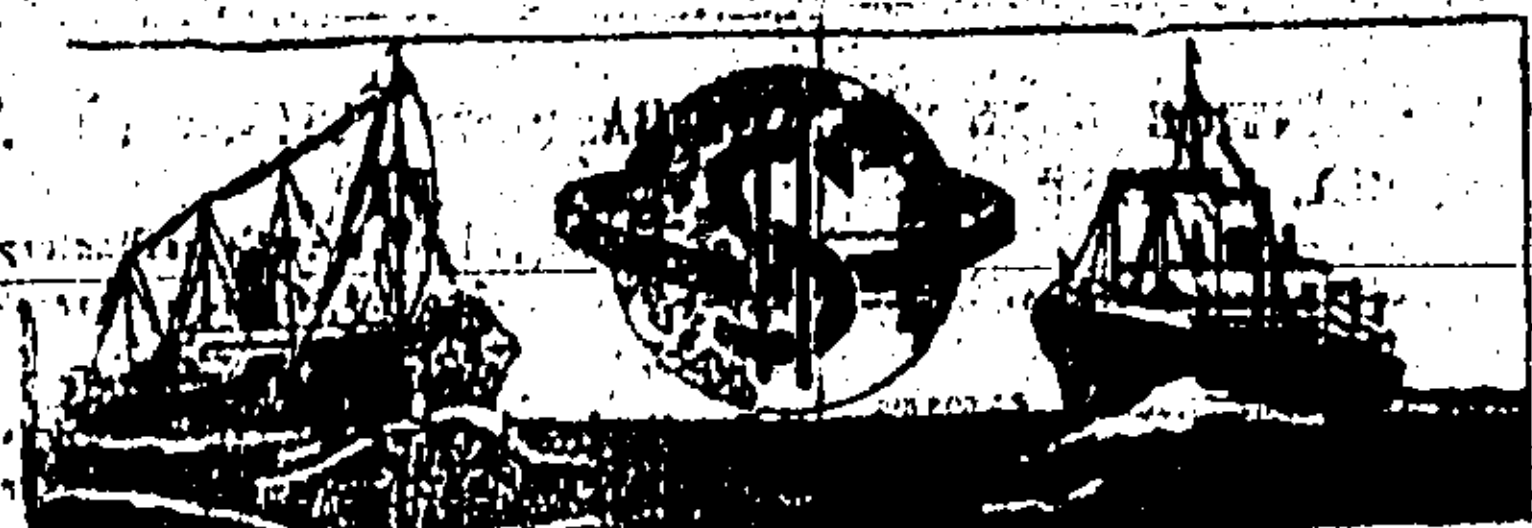
hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 22nd. inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th. inst. will be subject to rent.

All claims against the steamer must be presented to the under-signed on or before the 7th. prox. or they will not be recognised.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m. by our survey



ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO
SUEZ, PORT SAID, ALEXANDRIA, NAPLES
GENOA, MARSEILLES,

BOSTON AND NEW YORK

Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—

to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

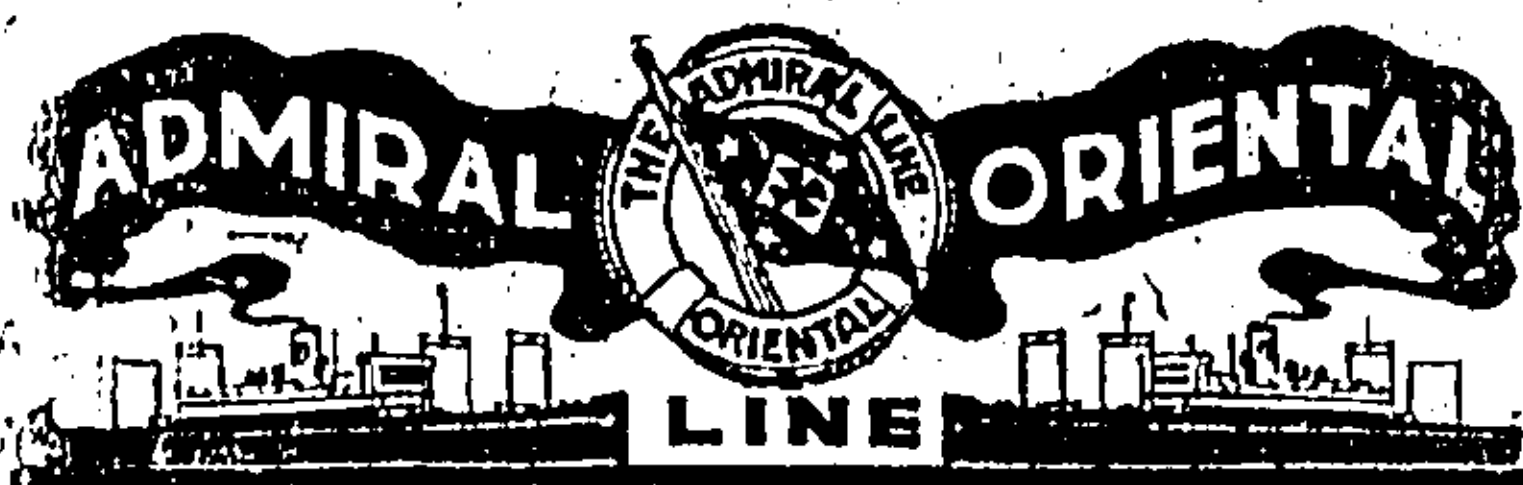
"PRESIDENT MONROE" Sept. 2nd
"PRESIDENT HARRISON" Sept. 16th
"PRESIDENT BUREN" Sept. 30th
"PRESIDENT HAYES" Oct. 14th
"PRESIDENT ADAMS" Nov. 11th
Through Bills of Lading to all United States and
Canadian Overland points & Havana

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor

Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT GRANT" Aug. 31st
"PRESIDENT MADISON" Sept. 12th
"PRESIDENT McKINLEY" Sept. 24th
"PRESIDENT JACKSON" Oct. 6th
"PRESIDENT JEFFERSON" Oct. 18th

TO EUROPE

£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT MADISON" Sept. 3rd.
"PRESIDENT McKINLEY" Sept. 15th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

MANAGING AGENTS-UNITED STATES SHIPPING BOARD.
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.
LEGAZPI 2nd Sept. ISLA DE PANAY 21st Dec.
O. LOPEZ Y LOPEZ 30th Oct.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
O. LOPEZ Y LOPEZ 13th Oct. ISLA DE PANAY 3rd Dec.
The steamers of this Company are licensed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers, stewards and Doctor on board.
For particulars of freight or passage apply—

BOTTINO BROS.

Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."

PACIFIC SHIPPING.

CANADIAN PACIFIC

THE
"EMPRESS OF ASIA"
SAILED FROM
HONGKONG
TO
MANILA
5 P.M., WEDNESDAY, AUGUST 20th

AND WILL SAIL FROM

HONGKONG

TO

VANCOUVER

NOON, THURSDAY, AUGUST 28th
via Shanghai, Nagasaki, Kobe & Yokohama.

Passenger Department Tel. C. 752. Cable: OACANPAC.
Freight and Exports Tel. C. 42. Cable: NAUTILUS.

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.
REDUCED FARE TO EUROPE
£120 £112-£110
First class throughout. No other steamers on the Atlantic.
HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Steamers. Tons. Leave Hongkong
SHINYO MARU 22,000 Sept. 4.
SIBERIA MARU 20,000 Sept. 19.
TAIYO MARU 22,000 Oct. 1.
PENYO MARU 22,000 Oct. 15.
KOREA MARU 20,000 Oct. 29.
The KOREA MARU and SIBERIA MARU proceed to Los Angeles after arrival at San Francisco.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE. THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

Steamers. Tons. Leave Hongkong
GINYO MARU 16,000 Sept. 5.
ANYO MARU 18,000 Oct. 18.
Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.
For full information regarding passenger fares, freight and sailings apply to—

Y. TSUTSUMI, Manager.
King's Building.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the
"BLUE FUNNEL LINE"

Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. ROMEO via Suez Canal 31st Aug.
S.S. PERSEUS via Suez Canal 10th Sept.
S.S. CITY OF YOKOHAMA via Suez Canal 21st Sept.
S.S. TEUCER via Suez Canal 1st Oct.
Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd. CANTON

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Jester" Due Hongkong In port.
Leaves Hongkong 22nd Aug.
U.S.S.B. "West Farallon" Due Hongkong 30th Aug.
Leaves Hongkong 31st Aug.
U.S.S.B. "West Sequana" Due Hongkong 14th Sept.
Leaves Hongkong 16th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH HILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Saigon and Manila.

U.S.S.B. "West Prospect" Due Hongkong 22nd Aug.
Leaves Hongkong 23rd Aug.

To Batavia, Semarang & Sourabaya.

U.S.S.B. "West Chopaka" Due Hongkong 1st Sept.
Leaves Hongkong 2nd Sept.

To Manila, Cebu and Zamboanga.

U.S.S.B. "West Carmona" Due Hongkong 18th Sept.
Leaves Hongkong 20th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For full information apply to—

STRUTHERS & BARRY.
L. EVERETT, General Agent for
Japan-China-Philippines, O. P. BRADFORD, Batavia
Indo-China-Straits & Java.

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct.)
ADRASTUS 25th Aug. Marseilles, London, Rotterdam & Hamburg
TROILUS 1st Sept. London, Hull, Rotterdam & Hamburg
SARPEDON 9th Sept. Marseilles, London, Rotterdam & Glasgow
GLAUCUS 15th Sept. London, Rotterdam, Hamburg & Dunkirk

LIVERPOOL SERVICE

(Direct or via Continental Ports)
EURYPYLUS 1st Sept. Marseilles, Havre, Liverpool & Glasgow
ANTIOCHUS 20th Sept. Genoa, Marseilles, Liverpool & Glasgow
KT. THIMPLAR 1st Oct. Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
PROTESILAUS 23rd Aug. Victoria, Seattle & Vancouver
ACHILLES 20th Sept. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)
PERSEUS 10th Sept. Boston & New York (via Suez)
TEUCER 1st Oct. Boston & New York (via Suez)
EURYLOCHUS 21st Oct. Boston & New York (via Suez)

PASSENGER SERVICE

PATROCLUS 16th Sept. for Shanghai
SARPEDON 9th Sept. for Singapore, Marseilles & London
PATROCLUS 21st Oct. for Singapore, Marseilles & London
MENTOR 17th Nov. for Singapore, Marseilles & London
HECTOR 16th Dec. for Singapore, Marseilles & London
TEIRESIAS 28th Dec. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all information Apply to—

BUTTERFIELD & SWIRE
AGENTS

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Java	In port	25th Aug.	Shanghai
Tjiklatjap	Java	23rd Aug.	24th Aug.	Swatow
Menado	Java	25th Aug.		
Tjikboet	Java	28th Aug.	1st Sept.	Yokohama
Tjikmanock	Shanghai	1st Sept.	3rd Sept.	Batavia
Tjikbodas	Makassar	4th Sept.	6th Sept.	Amoy & S'hai
Tjikini	Shanghai	5th Sept.	7th Sept.	Makassar
Tjikslak	Japan	7th Sept.	10th Sept.	Batavia
Tjikembang	Batavia	7th Sept.	11th Sept.	Shanghai
Tjikaroem	Makassar	14th Sept.	16th Sept.	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer "EUMAEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 21st August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th September, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

21st August, 1924.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS
DES MESSAGERIES
MARITIMES.

S.S. "PAUL LEOAT"

Consignees of Cargo from Marseilles & Co., also cargo ex s.s. "VILLE DE VERDUN" from Bordeaux.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 23rd instant, at Noon will be subject to rent and landing charges.

All claims must be sent to me on or before the 27th inst. or they will not be recognized.

All damaged packages will be examined on Saturday the 23rd inst. at 10 a.m. by Messrs. Goddard & Douglas.

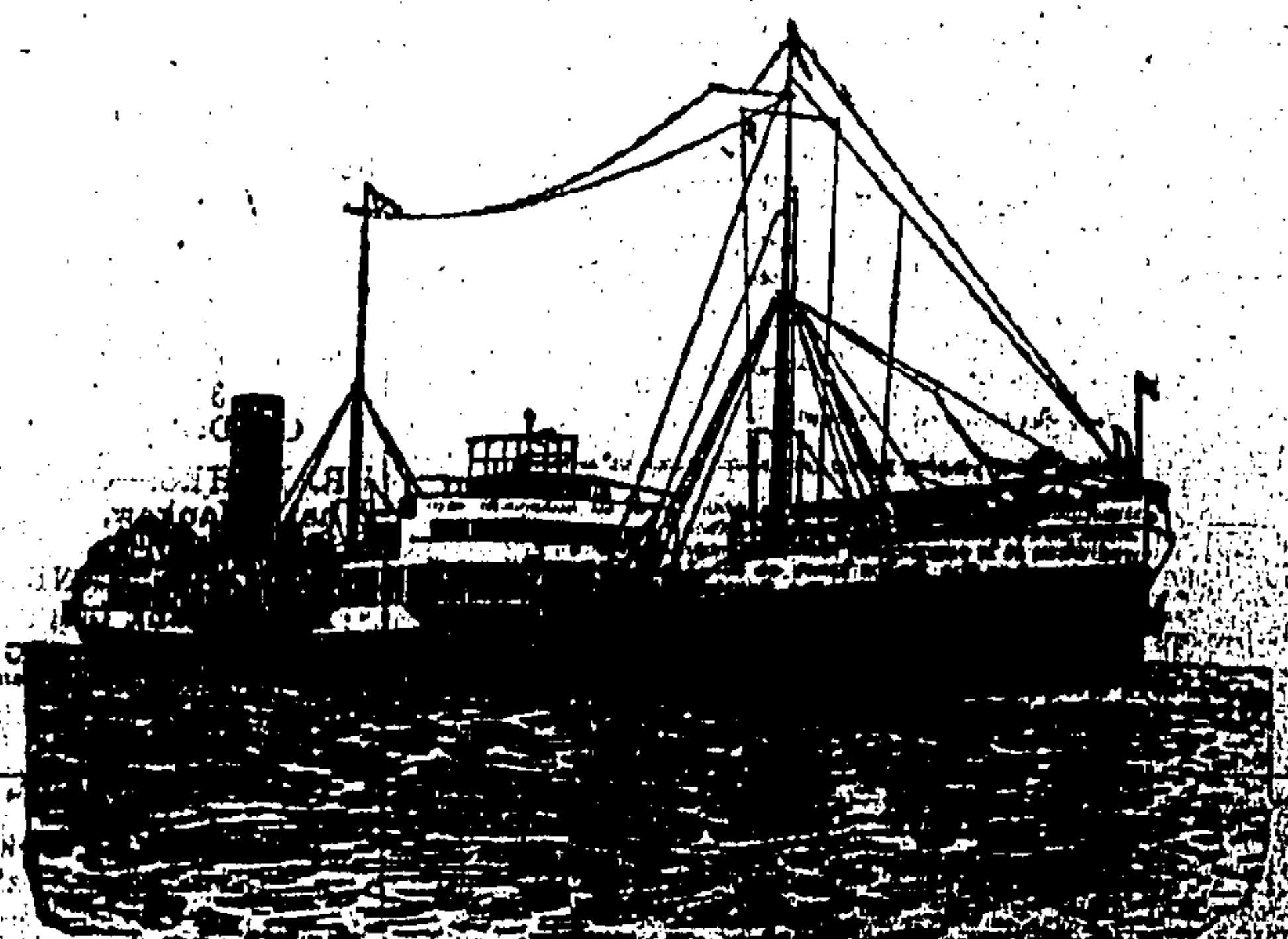
No Fire Insurance has been effected.

R. RODENFUSER.

Acting Agent.
Hongkong, 17th August 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Morconi.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PAULINA"

412' 0" x 53' 1" x 31' 0" 2,500 tons 2 x 2,500 H.P.

BUILT BY THE HONGKONG & WHAMPOA DOCK CO., LTD. & KEEL LAID IN THE ORDER OF THE ANGLO-SAXON PETROLEUM CO., LTD. HONGKONG.

Please address enquiries to the Under Manager, HONGKONG & WHAMPOA DOCK CO., LTD.

SHARE QUOTATIONS.

Stock Exchange.	Sharebrokers' Association.	Aug. 22.
H.K. & S. Bank (London)	b. 1200	b. 1105
Chartered Bank	b. £136	b. £20
Chartered Bank A & B	b. £20	b. £29 1/4
Mercantile Bank of India	b. £29 1/4	b. £11
F. & O. Bank	b. £11	b. 99
Bank of E. Asia	b. 99	b. 29 1/4
Canton	b. 700	b. 190
China Underwriters	b. 180	b. 140
North China	b. 230	b. 228
Union	b. 230	b. 29 1/4
Yangtze	b. 29 1/4	b. 175
China Fires	b. 175	b. 590
H.K. Fires	b. 590	b. 60
Douglas	b. 40 1/4	b. 34 1/4
H.K. Steamboats	b. 34 1/4	b. 34 1/4
H.K. Tugs	b. 38	b. 38
Indos (Prof.)	b. 110	b. 110
Indos Def. Lon/Reg.	b. 110	b. 82 1/4
Indos Def. H.K. Reg.	b. 82 1/4	b. 98
Shells	b. 98	b. 16 1/4
Ferries	b. 16 1/4	b. 360
Water-boats	b. 360	b. 355/360
China Sugars	b. 360	b. 46
Malabon	b. 46	b. 71 1/4
Banquet Consol.	b. 70 1/4	b. 18
Kailan	b. 18 1/4	b. 44 1/4
Langkats Combined	b. 5	b. 44 1/4
Rauha	b. 43 1/4	b. 92
Trochus	b. 10 1/4	b. 214
Ural Caspians	b. 10 1/4	b. 214
H.K. Wharves	b. 220	b. 214
K. Docks	b. 181	b. 158 1/4
Hongkew Wharves	b. 194 1/4	b. 680
New Engineering	b. 63 1/4	b. 92
Shanghai Docks	b. 92 1/4	b. 22 1/4
H.K. Hotels (cum rts.)	b. 22 1/4	b. 22 1/4
Do. (New) Prem.	b. 21 30	b. 21 1/4
H.K. Developments	b. 120	b. 110
H.K. Lands	b. 118	b. 114 1/4
H.K. Realty	b. 2 na. 3 1/2	b. 2
H.K. Territories	b. 170	b. 180
Humphreys Estate	b. 22 1/4	b. 22 1/4
Princes Bldg.	b. 150	b. 150
Ewo Cottons	b. 10 1/4	b. 10 1/4
Oriental	b. 3 1/4	b. 3 1/4
Shanghai Cottons Old	b. 57	b. 57
Shanghai Cottons New	b. 32	b. 32
Canton Ices	b. 8 1/4	b. 8 1/4
Cement (cum rts.)	b. 20 1/4	b. 20 1/4
Do. (New) Prem.	b. 5 1/4	b. 5 1/4
Cement (Combined)	b. 5 1/4	b. 5 1/4
Ropes	b. 16	b. 16 1/4
China Light	b. 10	b. 10 1/4
Do. New	b. 15 1/4	b. 15 1/4
China Providents	b. 5	b. 5 1/4
Do. New	b. 6 1/4	b. 6 1/4
Constructions	b. 28 1/4	b. 28 1/4
Dairy Farms	b. 28 1/4	b. 28 1/4
Der A Wing (f.p.)	b. 10	b. 10
Do. (p.p.)	b. 2 1/4	b. 2 1/4
Electric H.K.	b. 40 1/4	b. 40 1/4
Electric Macao	b. 38	b. 38
Hongkong Ropes Old	b. 20	b. 20
H.K. Ropes (New) Prem.	b. 7	b. 7
Hongkong Tramways	b. 41 1/4	b. 41 1/4
Lane Crawfords	b. 18	b. 17 80
Maskintosh	b. 22 1/4	b. 19 60
Peak Trams Old	b. 13 1/4	b. 13 1/4
Peak Trams New	b. 4 1/4	b. 4 1/4
Sinceros	b. 4 1/4	b. 4 1/4
Taxis	b. 26 1/4	b. 26 1/4
Watsons	b. 15	b. 15
Wm. Powells	b. 15	b. 15
Nanyang Tob.	b. 15	b. 15
China Buson	b. 15	b. 15

Hongkong, August 23, 1923.

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

WE BUY	WE SELL
Hongkong 211	Waterboats 17 00
Hongkong 44	Waterboats 1 00
China Light 6 00	Waterboats 1 00
China Light 6 00	Waterboats 1 00
China Light 6 00	Waterboats 1 00
China Light 6 00	Waterboats 1 00
China Light 6 00	Waterboats 1 00
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China Light 6 00	Waterboats 1 00
China Light 6 00	Waterboats 1 00

HONGKONG STORM SIGNAL CODE (Local)

Revised on 1st June, 1923.

DAY SIGNAL	MEANING
1. One black ball	Storm warning
2. Two black balls	Storm warning
3. Three black balls	Storm warning
4. Four black balls	Storm warning
5. Five black balls	Storm warning
6. Six black balls	Storm warning
7. Seven black balls	Storm warning
8. Eight black balls	Storm warning
9. Nine black balls	Storm warning
10. Ten black balls	Storm warning
11. Eleven black balls	Storm warning
12. Twelve black balls	Storm warning
13. Thirteen black balls	Storm warning
14. Fourteen black balls	Storm warning
15. Fifteen black balls	Storm warning
16. Sixteen black balls	Storm warning
17. Seventeen black balls	Storm warning
18. Eighteen black balls	Storm warning
19. Nineteen black balls	Storm warning
20. Twenty black balls	Storm warning

BANKS.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1890.)

With which is affiliated

THE ALLIANCE BANK LTD.

INDIA.

Authorized Capital £5,000,000

Subscribed and Paid up £2,500,000

Reserve Fund £1,000,000

HEAD OFFICE:

100, Leadenhall Street, London E.C. 3

WEST LONDON BRANCH:

10, Gresham Street, London E.C. 2

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras,

Canton, Hongkong, Shanghai,

Sourabaya, Singapore, Swatow, Tientsin,

Yokohama.

The Corporation undertake General

Banking and Exchange Business of every

description and in addition to the

Branches has Agencies in all the principal

cities of the world.

C. CHAMPKIN,

Manager.

89 Des Voeux Road Central, Hongkong

THE BANK OF EAST ASIA

LIMITED.

HEAD OFFICE:

100, Des Voeux Road Central, Hongkong

ESTABLISHED 1910.

Authorized Capital £10,000,000

Paid-up Capital £5,000,000

Reserve Fund £5,000,000

London Branch: The Midland Bank, Ltd.

Every description of Banking and Exchange

business transacted. Loans granted on

approved securities. Interest allowed on

current accounts at the rate of 2 1/2 per cent.

per annum, and on fixed deposits at the

following rates:—

For 3 months at the rate of 2 1/2 per cent.

For 6 months at the rate of 2 1/2 per cent.

For 12 months at the rate of 2 1/2 per cent.

K. TONG PO,

Chief Manager.

Hongkong, February 1924.

NEDERLANDSCHE HANDEL

MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

BANK.

ESTABLISHED 1904.

Hongkong Branch established 1904.

Authorized Capital £10,000,000

Paid-up Capital £5,000,000

Reserve Fund £5,000,000

Special Reserve Fund £1,000,000

HEAD OFFICE: AMSTERDAM.

Branches: London, Hongkong, Shanghai,

Sourabaya, Singapore, Swatow, Tientsin,

Yokohama.

The Bankers—National Provincial

Bank Ltd.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAAFGAARD,

Acting Agent.

ORIENTAL COMMERCIAL

BANK, LTD.

HEAD OFFICE:

89 Des Voeux Road Central, Hongkong.

BRANCHES: BANGKOK, SHANGHAI,

Sourabaya, Singapore, Swatow, Tientsin,

Yokohama.

The Bankers—National Provincial

Bank Ltd.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAAFGAARD,

Acting Agent.

THE BANK OF CANTON LTD.

Head Office Hongkong

Authorized Capital £1,000,000

Paid-up Capital £500,000

Reserve Fund £500,000

Foreign Exchange and General Banking

business transacted.

Interest allowed on

current accounts at the rate of 2 1/2 per cent.

per annum, and on fixed deposits at the

following rates:—

BANKS.

NEDERLANDSCH INDISCHE HANDELS BANK

(Netherlands India Commercial Bank)

Established 1863

Paid-up Capital and Reserve Fund £10,000,000—£6,250,000

HEAD OFFICE: AMSTERDAM.

EASTERN HEAD OFFICE: BATAVIA.

BRANCHES:

Amoy, Amoy, Amoy, Amoy, Amoy, Amoy,

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"Selayne"

Fine Wool Taffeta

The ideal cloth for lightweight yet warm and chill-proof garments.

Shirts with collars to match in neat stripe effects.

Pyjamas in new designs.

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS

Alex. Bldg. Des Vœux Rd.

G. FALCONER & CO. (HONGKONG) LTD.

UNION BUILDING (OPPOSITE G.P.O.)

**WATCH & CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.**

A fine selection of English Jewellery Sterling Silver
Ware Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts

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We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established - - - - - 1855

YEE SANG FAT CO.



Take an
early choice
before
we have
sold out.

LADIES' HATS

of the Latest

PARISIAN FASHION

for the

AUTUMN SEASON

Just to hand.



ASAHI BEER

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

Clark's Thinning Bath Salts and Reducing Paste

[FRESH STOCKS JUST ARRIVED.

The action of these salts in reducing excess of fat or
adipose tissue is marvellous.

To be obtained from:

THE COLONIAL DISPENSARY.

14, Queen's Road.

Telephone C. 1877.



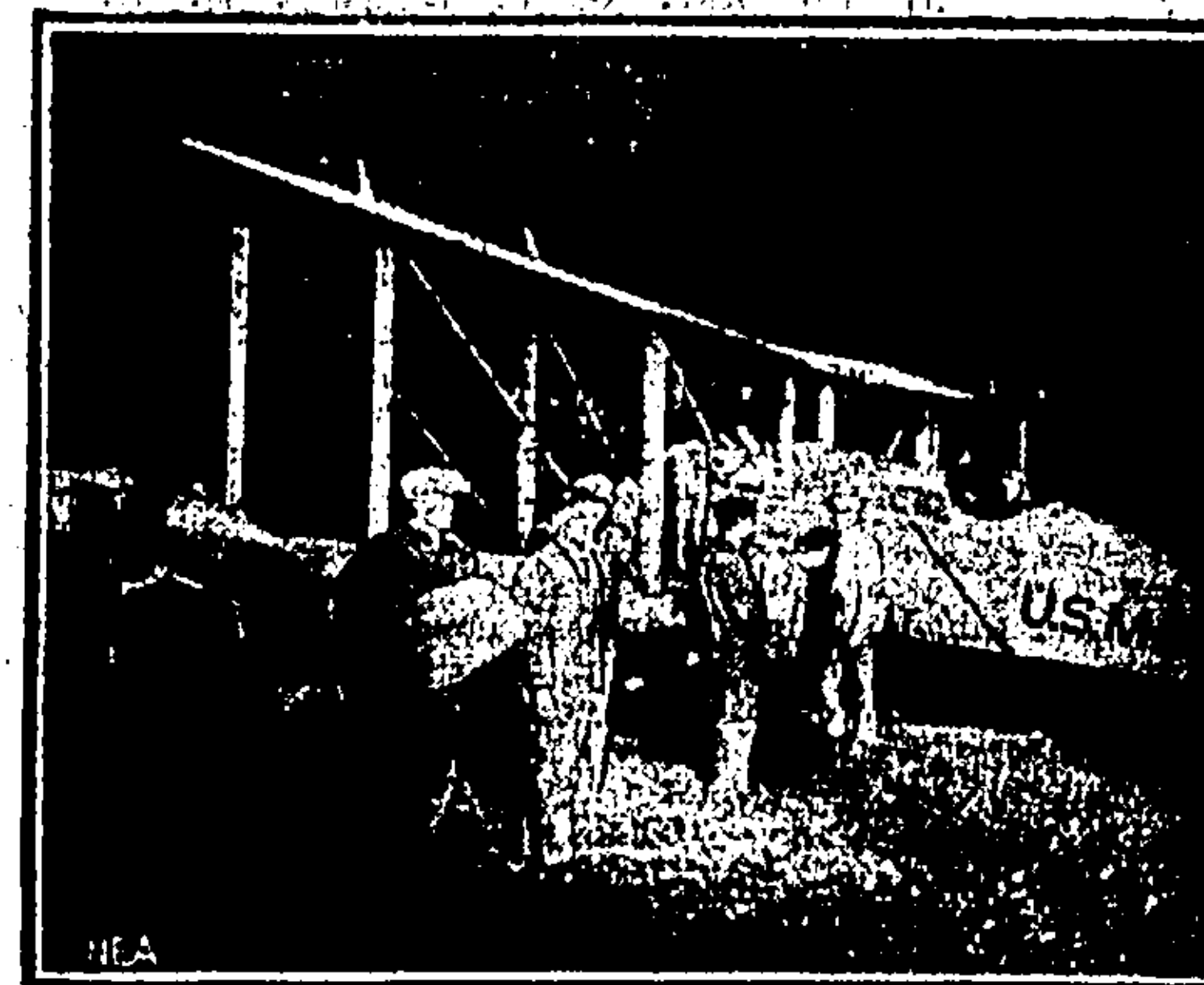
CRICKET v. BASEBALL.—This shows A. Mackenzie, a Hongkong cricketer, hitting out in the match against the local baseball team. (Photo: Ming Yuen.)



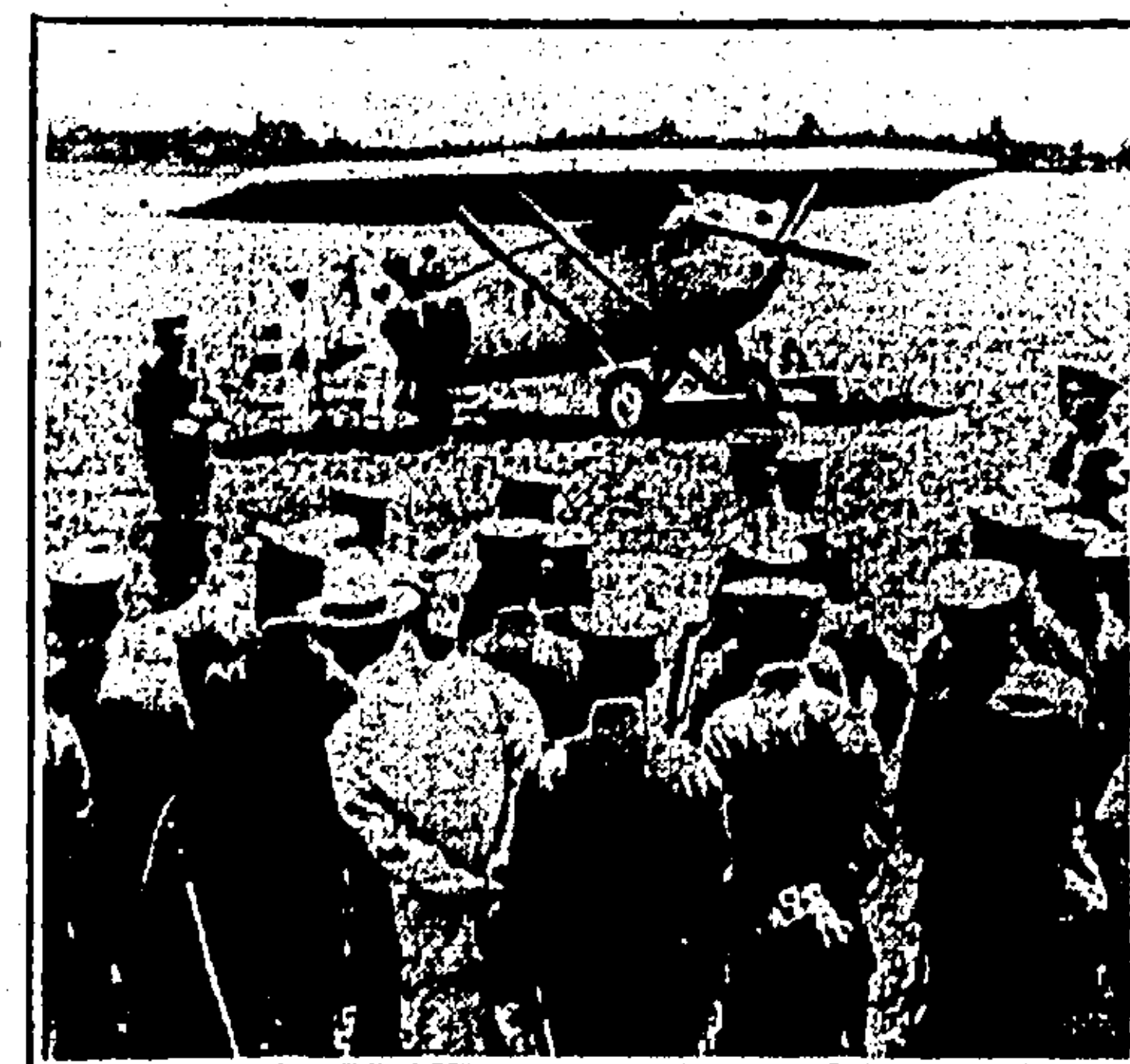
LONG SERVICE.—Three Hongkong Government servants each with 34 years' service service to their credit. Left to right:—Inspector R. G. McEwan (just retired), Mr. Justice Gompertz and Mr. J. Kerr, A.S.P. (Photo: Ming Yuen).



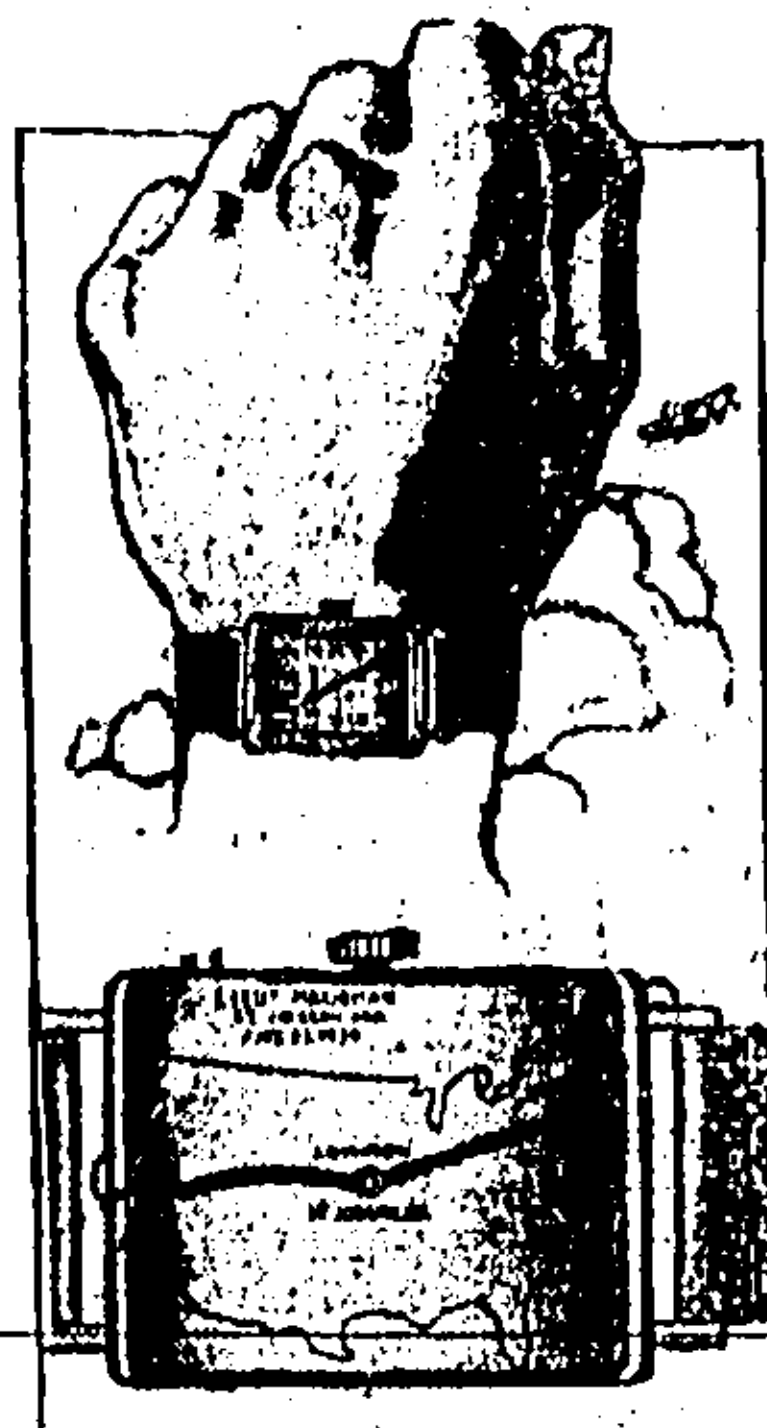
SHANGHAI CRICKETERS.—The annual cricket match between the Association of Lancastrians in China and the Shanghai Cricket Club took place on the S.C.C. Ground recently and resulted in a victory for the Lancastrians. Reading from left to right in the above group are: Top Row: G. C. Beaumont, J. M. Andrew, J. E. Jupp, D. Burn, D. R. Mackintosh, T. A. F. Beggs, J. S. Scott, W. Mansel, Smith, H. Y. Z. Peck, umpire. 2nd Row: T. L. Rawsthorne, Dr. O'Hara, A. R. Rickard. 3rd Row: E. Jones, Percy Carr, E. R. Duckitt, E. G. Barnes, C. R. W. Thompson, J. W. Brerly, A. J. W. Avans. Front Row: D. W. Leach, H. W. P. McMeekin, H. E. Muriel, E. C. Bake.



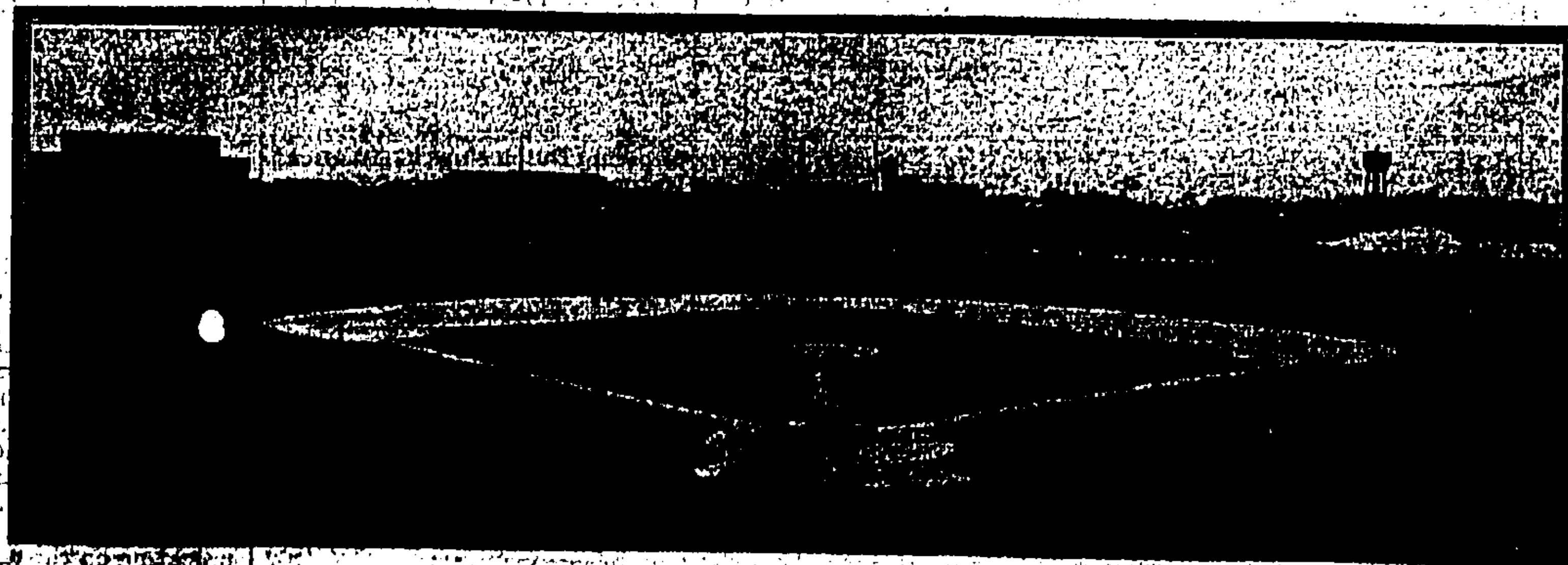
NIGHT FLIERS.—This is the first picture actually showing night flying conditions on the transcontinental air mail route. Here is a plane being loaded in Omaha at midnight before hopping off on the next lap from New York to San Francisco.



NEW MONOPLANE FOR JAPAN.—Japanese officers are here inspecting a new French all-metal monoplane built for scouting and fighting purposes.



FOR AIRMAN.—Citizens of St. Joseph have presented Lt. Russell L. Maughan, dawn-to-dusk flyer, with a wrist watch, commemorating their interest in his record-breaking coast-to-coast trip.



A FINE DIAMOND.—Here is shown the very fine baseball diamond at the Pioneer Baseball Field at Shanghai.

AN ALPHABET
OF HONGKONG

R IS FOR RESIDENT
(Repulse Bay Hotel).
You can take it from me
That he "does himself well."

TALKS ABOUT NICODEMUS: I.

By the Rev. G. R. Lindsay, M. A.

"Nicodemus... came to Jesus
by night"—John, 3:1.

It is clear from the Gospels that
Our Lord's work and teaching were
causing great discussion, if not
sensations, in Palestine especially
among the rulers. Men were be-
coming suspicious of the herald-
ing of another King than Caesar,
another kingdom than Rome, a
new commandment of love and
not of law, a new sphere of man-
kind and not of Israel only, and
were afraid as to whether these
things would lead. Moreover
this was the teaching of a young
working man in a country
village.

It is not surprising therefore
that Nicodemus came to Jesus
under cover of the darkness. It
was no easy matter for him, a
man of ability, honour, and
influence to identify himself
openly with a movement which
was then limited to the lower
classes and was said by his own
people to be subversive of the great
national faith. There are not
many in the position of Nicodemus
to-day who would risk their re-
putation by associating them-
selves with a sect despised and
condemned by public opinion.

What motive impelled this
righteous Pharisee, educated and
refined, to seek out a carpenter's
son? What brought Nicodemus
to Jesus Christ that evening?
Probably the motive was in-
tellectual curiosity. He had
heard of the miracles, and he
knew something of His teaching
and he wanted to know more.

To understand this new move-
ment he must get at the heart
of things; so he came to the source.
O, that all seekers after truth
would show the same wisdom.
It is a surprising and lamentable
fact that so many are ready in
the most important realm
of all, that of religion, to
construct beliefs upon data from
almost anywhere but the source.
Lord, to whom shall we go?
Thou hast the words of Eternal
Life.

Nicodemus came; it must be
admitted, a prejudiced pupil.
The very religion of the Pharisees
was like a wall of steel round his
mind, making new thought re-
pellant. He had been taught to
shape his life and conduct by a
complicated system of rules. He
had been cradled in an idea of
God which closed his mind to the
liberty-loving spirit of Jesus.
And a false idea of God is as
blinding as sin. But pre-
judice or not, he came!
Through the dark streets of
Jerusalem he stole along until he
reached the house where Jesus
lodged. He entered and was in
the presence of the Son of God.
In that dimly-lighted room, per-
haps John or another sitting by,
Nicodemus and Jesus talked to-
gether, while the wind blew where
it listed and they could hear it
beating against the casement.
Jesus and Nicodemus together.
Nicodemus is not a disciple yet,
but with such a Teacher what
may not happen?

(To be Continued)

BROUGHT ARMS FOR CANTON VOLUNTEERS.



Here is the s.s. Hav, shown lying off Whampoa after
the arms for the Canton Merchant Volunteers had been
taken off.

HOME CRICKET.

SOUTH AFRICANS BEATEN.

London, August 22.
The match between South
Africa and the Minor Counties
was concluded at Norwich in
showery weather, on a soft
wicket. The South Africans scored
204, Nourse contributing 91.
Falcon took 5 for 103 and
Boardman 4 for 53.
[South Africa's first innings
produced 149. The Minor Coun-
ties scored 196 and 272, and thus
win by 25 runs.]

RAIN LETS MIDDLESEX
DOWN.

Intermittent and heavy rain
fell throughout the county
matches.
Kent at Lord's, led over
Middlesex on the first innings.
Middlesex scored 133. Wright
taking 6 for 38, and 334 (Dales
100, Hendren 79.) Kent compiled
165 (Woolley 95) and then 3 for 0.
Notts at Nottingham against
Northants, led on the first
innings. Northants scored 242,
and 49 for 3. Notts compiled 248
for 9, declared.

Surrey at Brighton beat Sussex
by an innings and 57. Sussex scored
148 and 153. Surrey compiled 358
(Shepherd 111, Sandham 71).

All the following were drawn:
Essex vs. Dorby at Chelmsford.
Essex scored 29 for 1, and the
match had then to be abandoned.
Lancashire scored 26 for 0 against
Gloucester at Manchester and
the game was abandoned.
Glamorgan vs. Somerset at
Cardiff could not be played.

Yorkshire scored 291 for 2,
declared. Oldroyd 122, and Ley-
land 100, against Hampshire at
Harrogate. Hants compiled 137
for 7, when the match was
abandoned.—*Reuter.*

SOVIET
"FRIENDSHIP."BRITISH MISSION
HAMPERED.

London, August 22.
There is considerable discussion
in London with regard to the re-
ported humiliating treatment of
Mr. Hodgson, the British charge
d'affaires at Moscow. It is learn-
ed in well-informed circles that a
report that Mr. Hodgson is
practically a prisoner is incorrect,
but spies infest the British Mis-
sion, rendering it very difficult
for Russians to have any con-
tinuous relations with the Mis-
sion. The attention of M.
Rakovsky has been called to the
matter, and it is hoped he will
make representations on the sub-
ject to Moscow, and that this will
lead to an improvement of condi-
tions.—*Reuter.*

DEBTS TO U.S.
REPARATIONS

SETTLEMENT FIRST.

Plymouth, Vermont, Aug. 22.
It is intimated that Mr. Coolidge
considers the enquiries of foreign
nations with regard to war debts
due to America should await a
complete settlement of the
reparations problem. *Reuter's
American Service.*

HONDURAS AFFAIR.

BRITON AND AMERICAN
KILLED

Washington, August 22.
The State Department learns
that an American named George
Hamilton and a Britisher named
Charles Limmer, were killed in
the Puerto Castilla district,
Honduras, yesterday morning.
Reuter's American Service.

DUTCH-AMERICAN
TREATY.

The Hague, August 22.
A Dutch-American treaty was
signed at Washington yesterday,
allowing Dutch ships in American
waters to carry alcoholic liquor
under certain conditions, regard-
ing being had at the same time to the
interests of the United States.
Reuter.

AUSTRALIAN
DEFENCE.

Melbourne, Aug. 22.
The Australian Senate has
passed the Defence Equipment
Bill, providing for an enlarged
navy and other defence measures.
—Reuter.

DAIRY FARM NEWS

FISH

Shipments just arrived

Canadian Salmon	- -	60 cents per lb.
Haddock	- - - -	60 " "
Kippers	- - - -	50 " "
Fillets	- - - -	55 " "

The Dairy Farm, Ice & Cold Storage Co., Ltd.

THE LATEST!!!

THE "SMOOTHTOP" GAS RANGE

125 of these ranges similar in
construction but of larger size,
are being used by Messrs Lyons
at the WEMBLEY EXHIBITION.

Pay a visit to Lane, Crawford's, or
our West Point Show Rooms and
see a practical demonstration.

IT IS SURE TO PLEASE YOU

Hongkong & China Gas Co., Ltd.

LOCAL CRICKET.

A VOLUNTEER TEAM.

A meeting was held at Head-
quarters last evening for the pur-
pose of raising a H.V.D.C. cricket
team.

Lieut. Colonel L. G. Bird,
D.S.O., presided, and after it had
been decided to raise a team to
play friendly matches with other
units and clubs in the Colony, a
proposal was made to form a
General Sports Committee to deal
with all branches of sport.

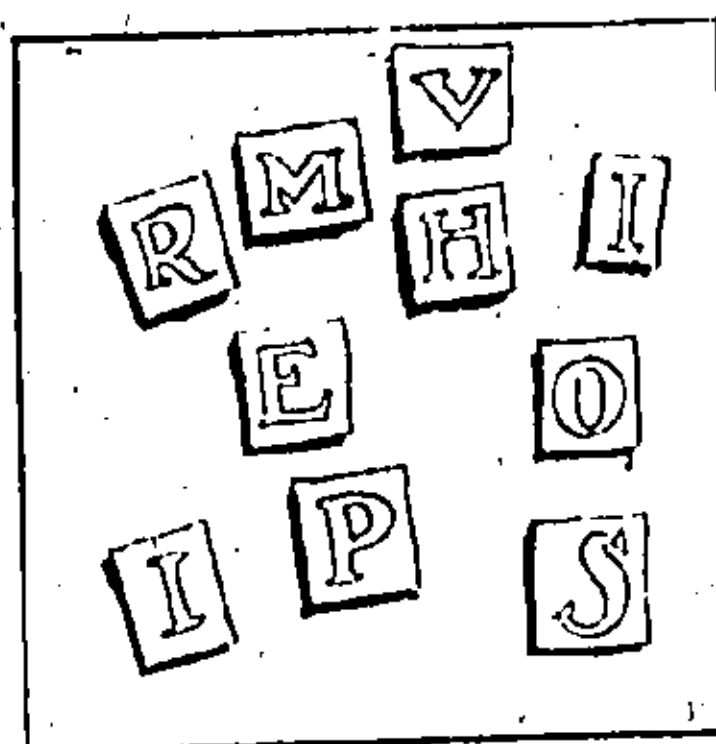
The following were elected, with
power to add to their number—
Lieut. W. Brackenridge, M.C.
(Chairman), C.S.M. W. H. Ed-
monds, Privates A. C. I. Bowker,
E. J. R. Mitchell and H. Owen
Hughes.

POPE'S DRESS EDICT.

Long Sleeves, High Necks,
Covered Ankles.

The Pope's action regarding
feminine dress has produced
alarm and no little resentment.
The *Osservatore Romano* says the
Pope insists that a standard of
modesty must be conformed to
by women attending religious
services and ceremonies and in
visiting the Vatican. In both
instances the dresses must have
long sleeves and high necks, and
must extend to the ankles, which
should be just covered. The
material must not be transparent.
The *Correspondence*, the
official Vatican organ, confirms
the report that the Pope has
decided to offer special gold and
silver medals for the best designs
of a woman's dress suitable for
wear in cathedrals and churches,
and churches, and the task of ad-
judicating on the designs sent in
will be entrusted to selected mem-
bers of the Diocesan Councils.

TEASERS



Ten Letters
The drawing shows ten cards, each
bearing a letter. It is a simple matter
to form a word of two letters by using
two of the letters shown. I and S,
for example, form IS. With R, I
and M, the three letter word RIM
may be formed. The formation of a
four letter word is a little more dif-
ficult, and to utilize five, six, seven,
eight, nine or all ten of the letters
in the formation of a single word is
a task that increases in difficulty.
Allow yourself three or four minutes
for this "teaser." In that time see
how many letters you can utilize in
the formation of a single word. Try
for the greatest number. A keen com-
petition may be held between different
persons, each individual trying to util-
ize the most letters in a single word.
Look for tomorrow's "check-up."

Yesterday's Teaser

The words "skunk," "crook," "holo-
graph" and "solilo" are meaningless
and do not appear in the dictionary.
The remaining eight words were genu-
ine. To score, give yourself ten points
to start. Add one point for each in-
correct word you crossed off; deduct
one point for any genuine word you
crossed out. A score of 14 is ex-
cellent; 12, very good; 10, good; 8,
average; less than 8, poor.

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OVERBOARD AND BACK AGAIN.

Captain A. Cooper, of the
auxiliary yacht Brynild, owned
by Mr. Sidney Grey, has just
returned home to Gosport after a
remarkable experience in the
Gulf of Lyons. In a heavy gale
the decks were swept by huge
waves, and Captain Cooper was
washed overboard, and thrown
back to the deck on the crest of
another wave. He was shaken
and winded, but not seriously
injured.

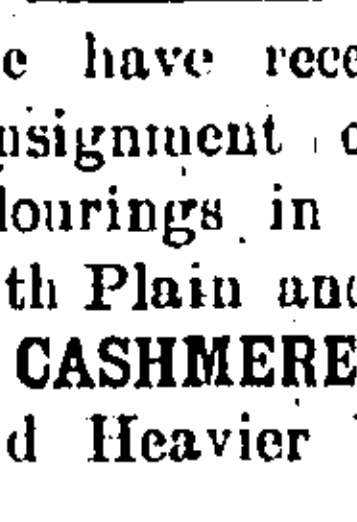
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TAILORS AND OUTFITTERS
Hongkong Hotel Buildings.

New Range of
SOCKS
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There is a smart assortment of
SOCKS in PLAIN COLOURS,
BLACK, WHITE and FANCY
DESIGNS in STRIPES and
CHECKS in all the newest
shades.

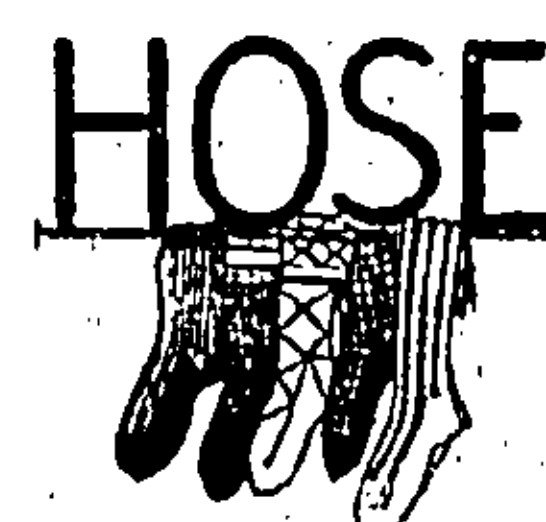
Prices from - - - \$1.50



We have received a large
consignment of the newest
colourings in Golf Hose—
with Plain and Fancy Tops
in CASHMERE also Medium
and Heavier Weight Wool.

These range in price from

\$4.50 and \$5.75 to \$10.50



BLACK AND BROWN
BROGUE SHOES

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BOORD'S
OLD TOM & DRY GIN

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Sole Agents

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NOTICE TO THOSE WHOSE MARRIAGE WILL
SHORTLY TAKE PLACE.

Pictorial records of weddings are highly desirable.
Call at the MING YUEN STUDIO (Battery Path) and inspect
specimen groups.
Upon receipt of instructions will send expert photographers
to any ceremony or function.

(Official Photographers of the Hongkong Telegraph)

A Musical Treat **THE STAR** A Social Event

TWO CONCERTS ONLY

Tuesday and Wednesday, August 26th & 27th.

Under the Distinguished Patronage of H.E. The Governor
The World Famous Polish Violinist.

PREMYSLAV

Soloist: Beethoven Concerto
ROYAL OPERA HOUSE
BERLIN
With Richard Strauss'
Royal Opera House Orchestra.

Soloist: Brahms Concertos
SYMPHONY ORCHESTRAS
BERLIN, LEIPZIG;
DARMSTADT
Under the direction of
STRAUSS, WEINGARTNER,
NIKISCH.

— NEW YORK TIMES —

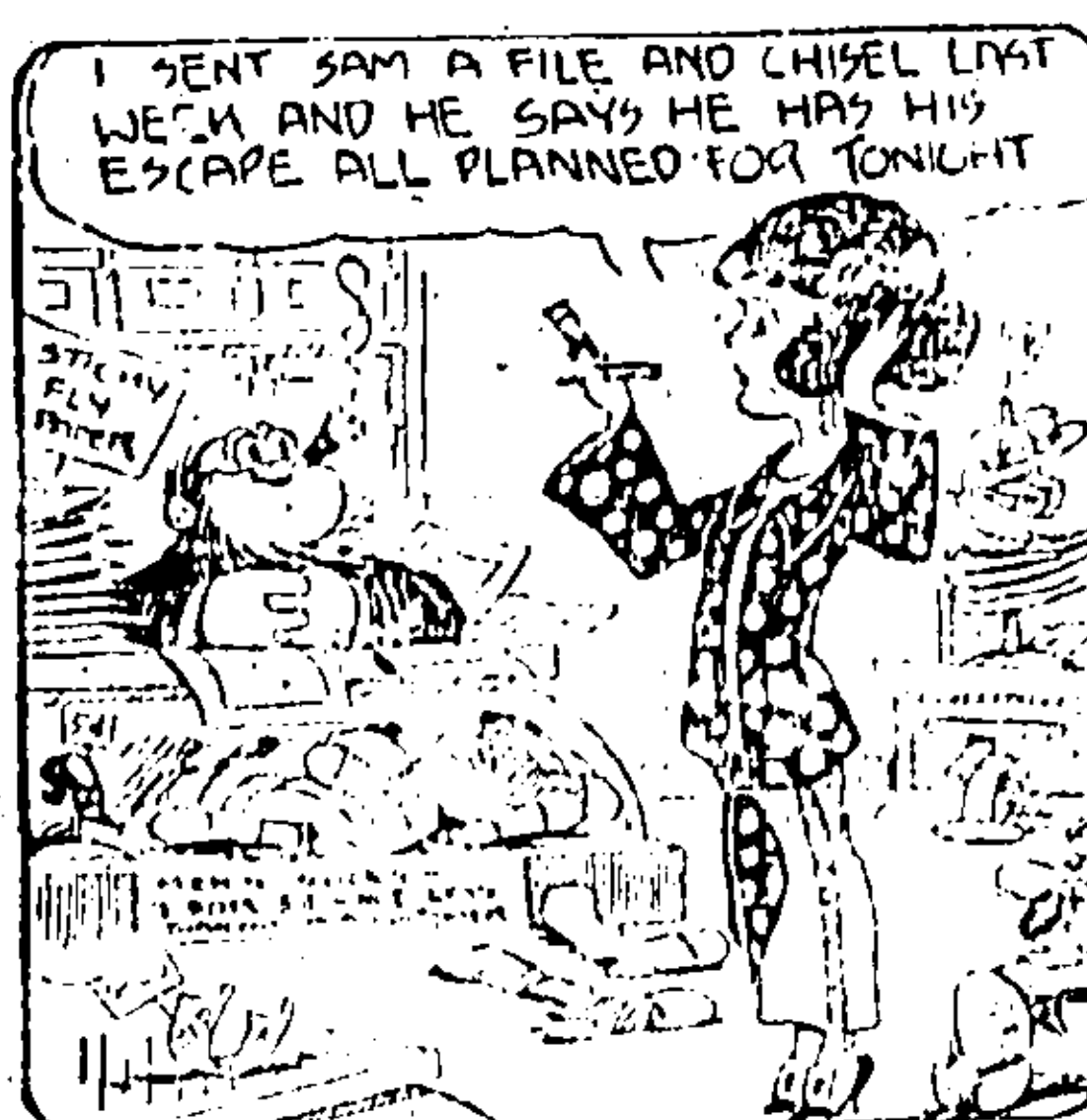
LONDON DAILY TELEGRAPH
"Of Premyslav we need only
recall what we have said so
often. Intonation perfect,
Mastery of the bow magni-
ficent, Harmonics wonder-
ful, Supreme Master of his
craft and great interpreter
of great works.

Popular Prices \$3, \$2, & \$1.
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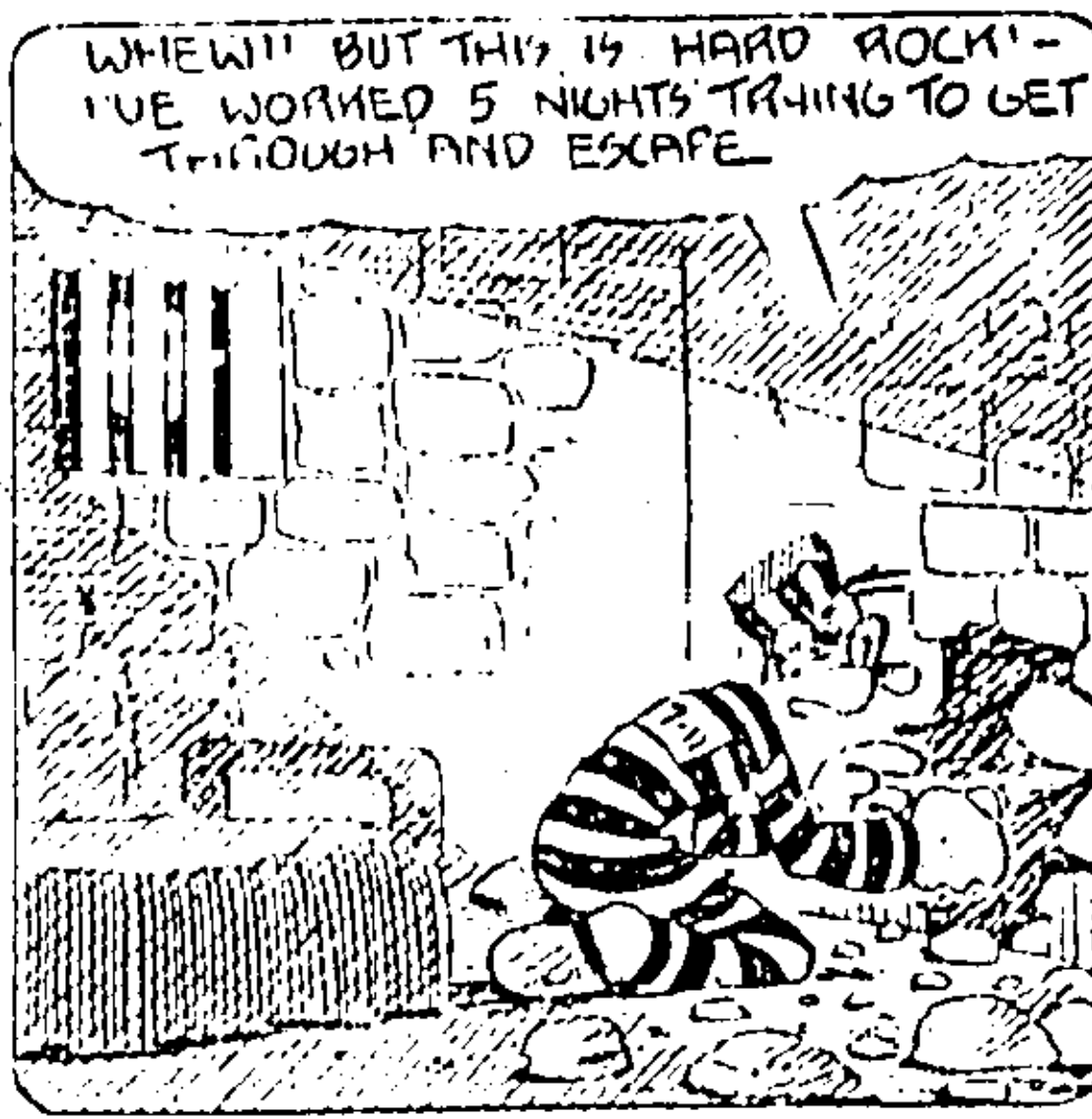
Violinists of Premyslav's
calibre are not born every
generation. A perfect master
of technique, he is at the same
time a soulful artist, and
avoids the temptation that
besets many violinists to
select pieces that give oppor-
tunities of displaying their
powers of technique.

A PAGE FOR THE KIDDIES.

SALESMAN SAM



Optimistic Sam



BY SWAN



BY SWAN

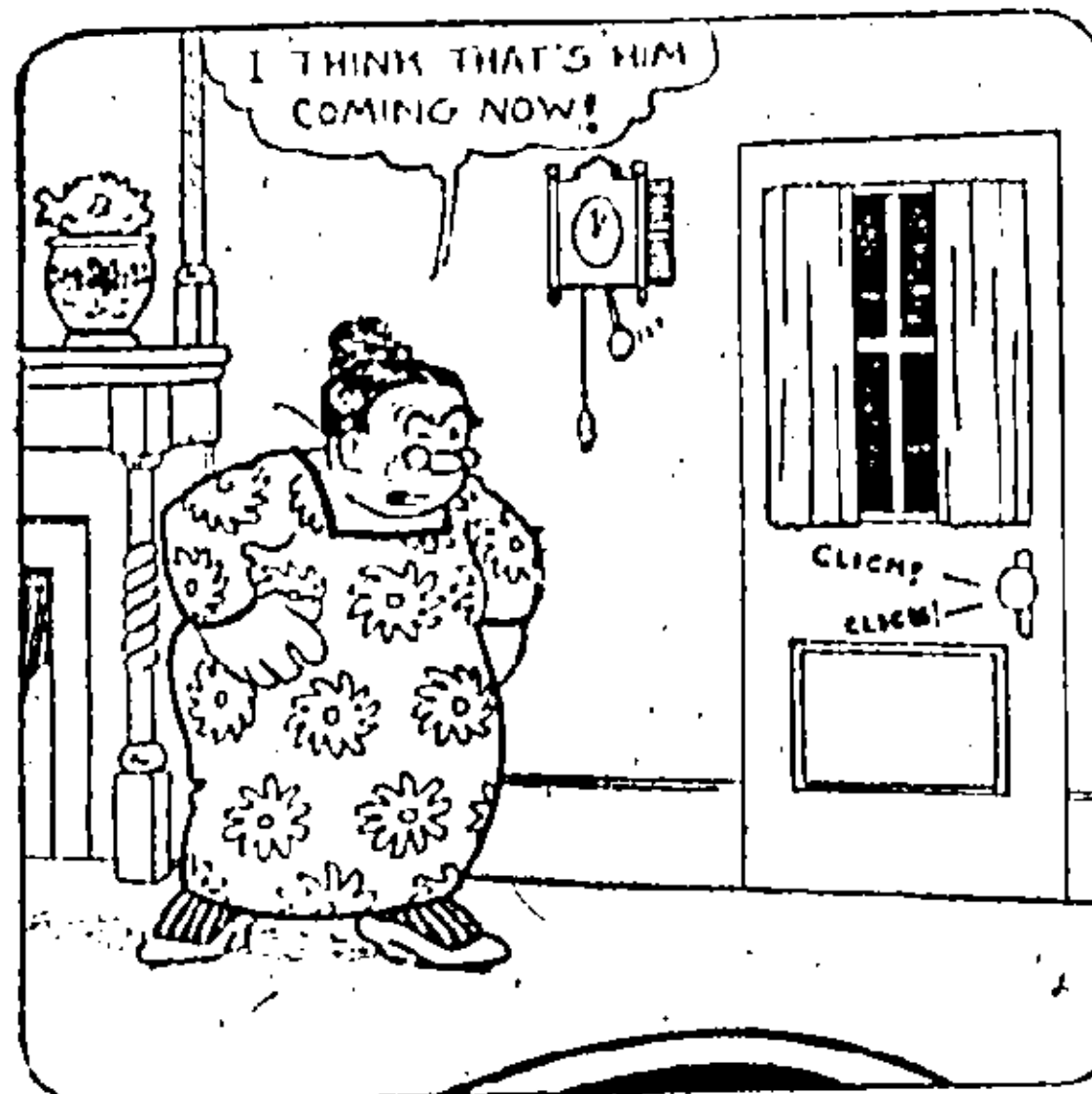


UNDERWOOD TYPEWRITERS
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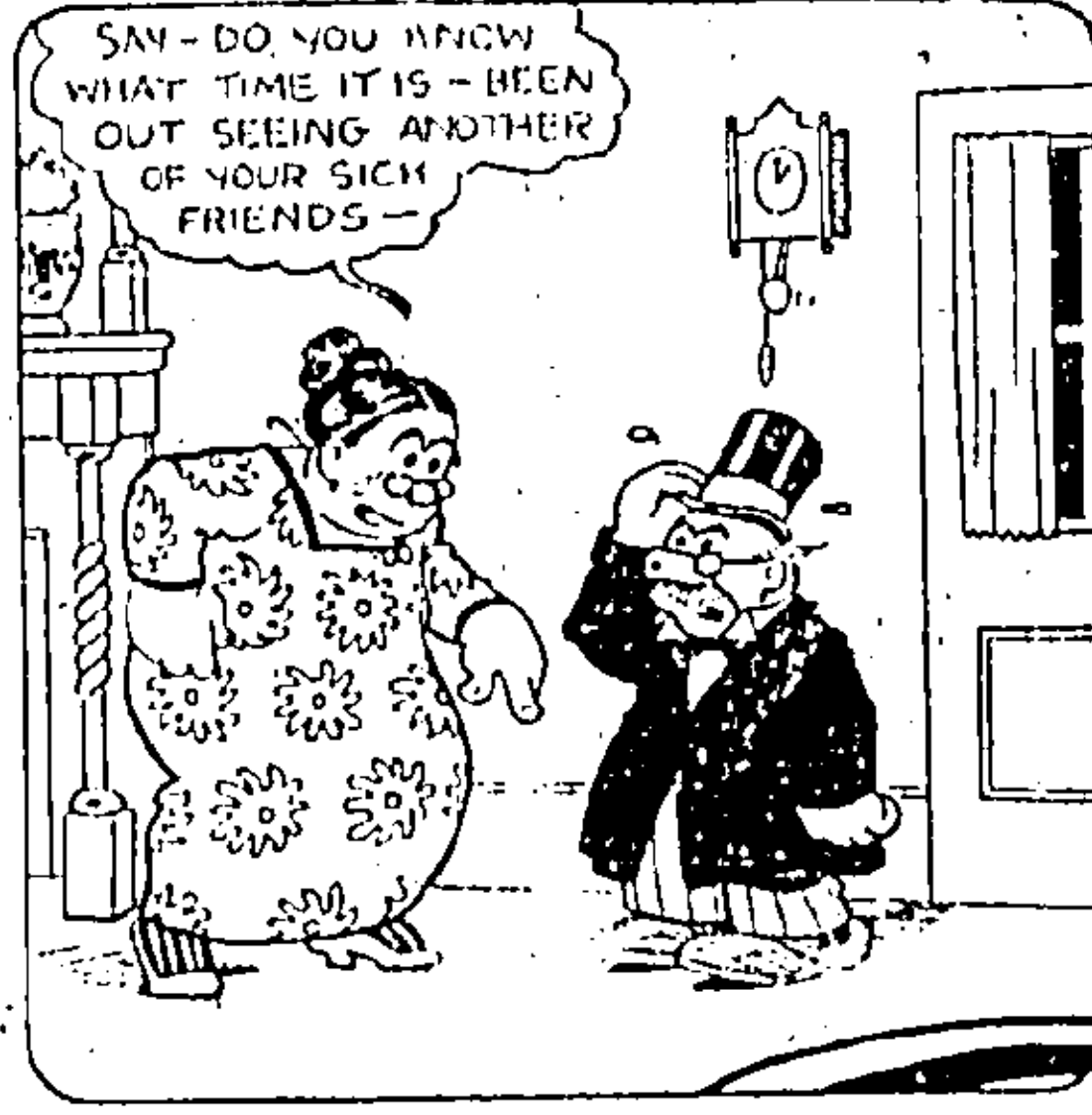


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MOM'N POP



The Sad Truth



By Taylor



FUNNY STORIES.

THE LIKENESS.

"Elections and weddings always turn out the same."
"How is that?"
"The best man never gets the job."—Life.

THE AMENITIES.

Do you always do your marketing here?
"Yes, I've dealt with these people for years. It's so much nicer to be robbed by someone you know."—Life.

IN THE ANTIDOTAGE.

The Professor: "Do you know that they can extract enough poison from one cigar to kill a rabbit?"
The Smoker: "Serve 'em right. I hate rabbits!"—Bystander.

LOGICAL EXTRAVAGANCE.

"I hear," said Smith, "that you bring your wife a box of candy every day."
"Yes," replied Newlywed, "It's always a comfortable feeling to know that you have something to eat in the house."—Philadelphia Ledger.

BEFORE THE LAW.

The teacher was giving the class a lecture on "gravity."
"Now, children," she said, "it is the law of gravity that keeps us on this earth."
"But please, teacher," inquired one small child, "how did we stick on before the law was passed?"—The Tattler.

SO THAT'S THAT.

"Dick's awfully poetical." When I accepted him he said he felt like an immigrant entering a strange country.
Donna: "Well, so he was!"
Bella: "An immigrant, why?"
Donna: "Wasn't he just 'landed'?"—London Mail.

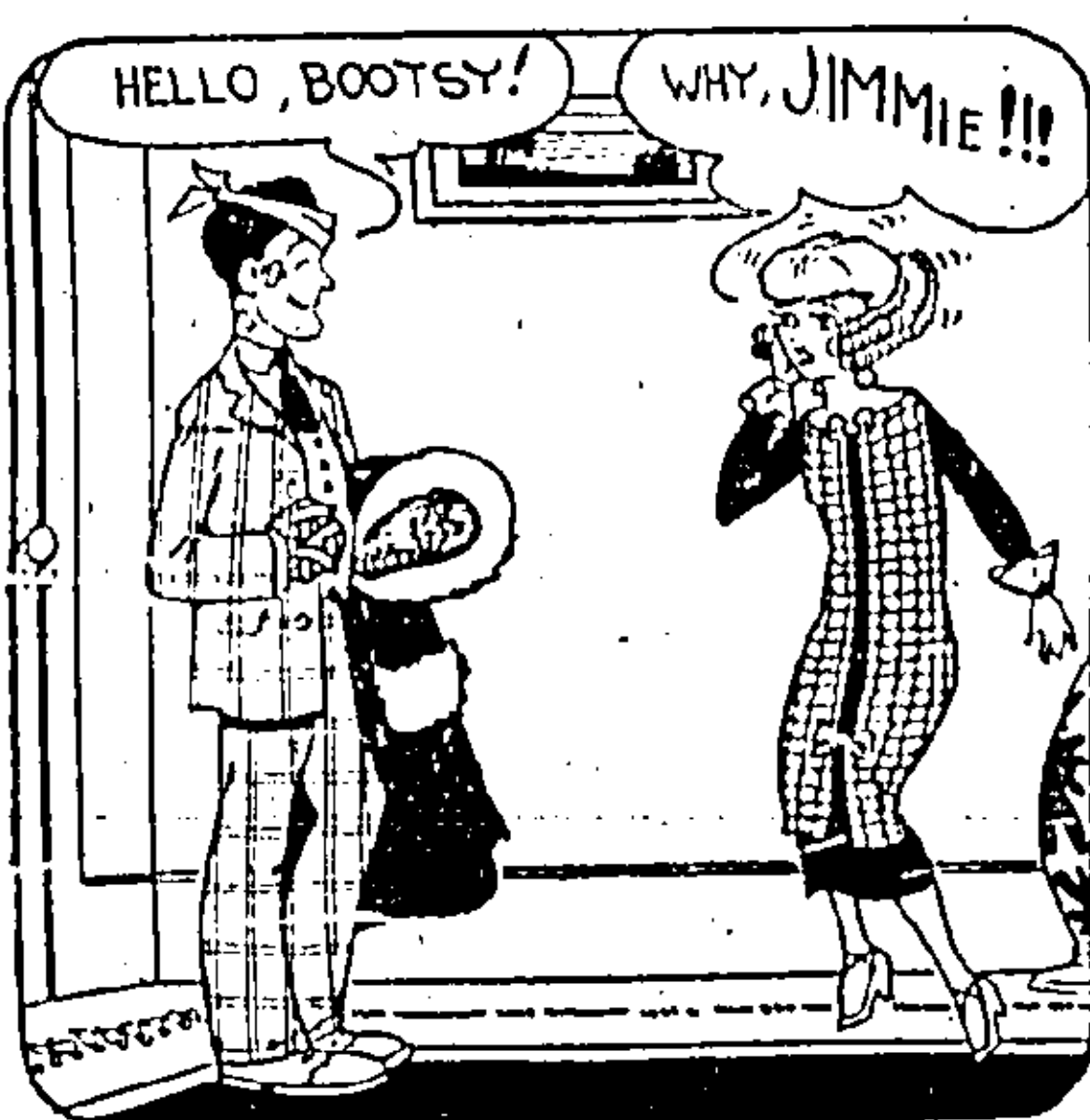
SIMPLE AND EASY.

At a big party in London, a woman of the newly rich and ostentatious class was sitting beside the wife of a prominent labour leader. The former began to talk about her jewellery. "I clean my diamonds with ammonia," she said; "my rubies with Bordeaux wine, my emeralds with Danzig brandy and my sapphires with fresh milk. And you, Mrs. Blank?" she asked, turning to the labour leader's wife.
"Oh, I don't clean mine," said the latter airily. "When they get dirty, I simply throw them away."—Boston Transcript.

WINDOW PANES.

Miss Gushington: Do you believe the eyes are windows of the soul?
Mr. Hardfax: Sure! I frequently have panes in my eyes.

BOOTS AND HER BUDDIES



Knighthood Is in Flower



By Martin



VALIANT DUTIES II



By Crane



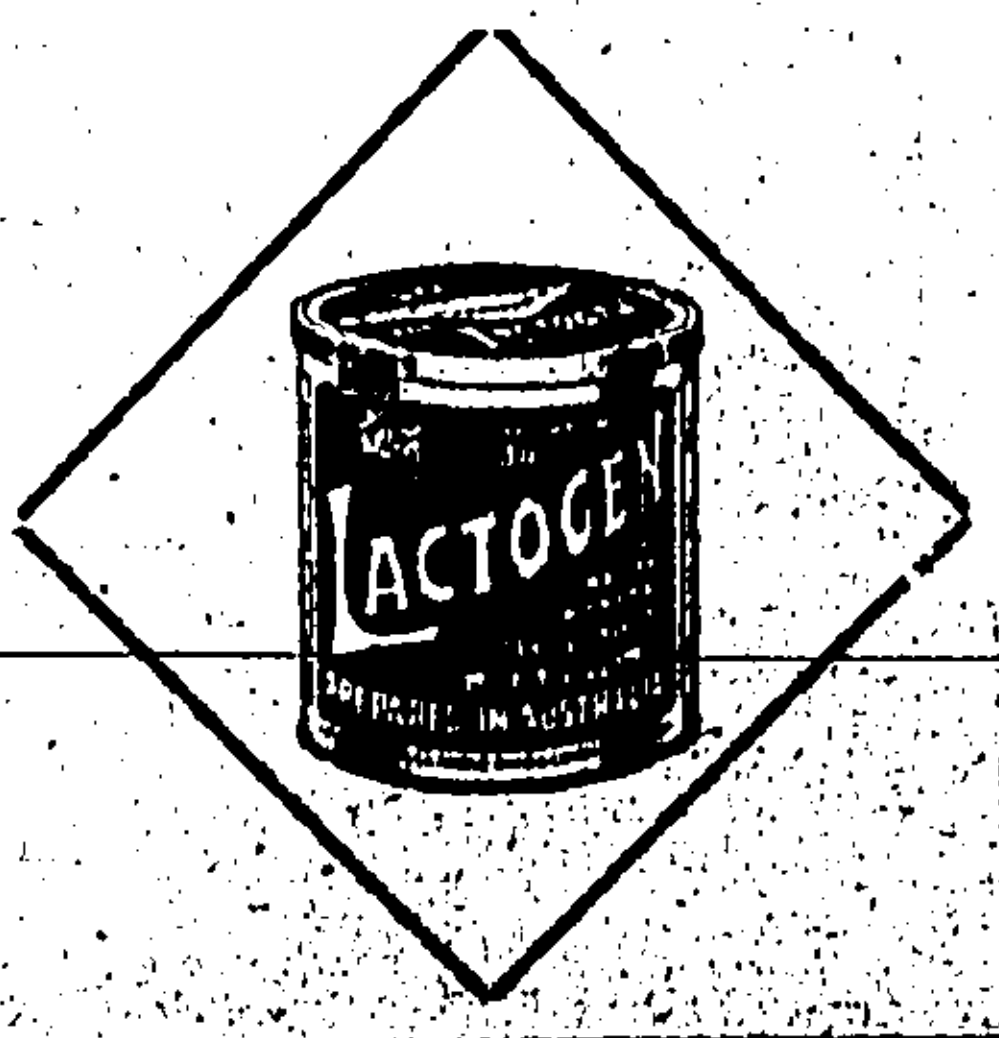
FRECKLES AND HIS FRIENDS



Enough Isn't Quite Enough



BY BLOSSER



LACTOGEN
For Your
BABY

WOMEN'S INTERESTS

LACTOGEN
For Your
BABY

OUR STOCKINGS.

As skirts grow shorter and shorter, silk stockings become more and more important—and at the same time thinner and thinner! They have never been so fine and transparent, and this quality is now worn for day-time occasions and not only for evening dress. The most popular colour is still a deep, warm, "sunburn" shade of beige, and this is worn even with white shoes, for white stockings are hardly ever seen now.

You can easily give this tone to stockings that are faded, or too light, by dyeing them at home with a mixture of salmon-pink and brown dyes—half a packet of each produces a very good shade, and will dye five or six pairs.

The very bright pink colour, which made a bid for popularity this spring, has quite failed to become fashionable—fortunately, for it is an extremely ugly shade, and only gives an impression of badly-scalded legs!

THE WAY TO WASH THEM.

It is always best to wash one's stockings at home if possible, with either Castile or ordinary yellow soap. It is important not to use soap or washing powder containing soda, as this destroys their colour and makes them streaky. This is especially so in the case of French stockings, which seem to need greater care than others. If soap containing soda must be used, bad results may be avoided by rinsing it out immediately, but even a few moments' delay will give the soda time to act on the colour. Dry in the air, not by a fire. The stockings can be pressed with a warm iron if desired, but are really better without ironing at all, as heat has a detrimental effect on the silk.

It is most important to put on stockings properly, keeping the back seam dead in the centre and perfectly straight. Having made sure just where the suspenders should be fastened to keep the stockings exactly straight, mark these places with little crosses in coloured cotton, so that however hastily one may dress one can make no mistake.

TEN COMMANDMENTS FOR THE NURSERY.

Do not kiss baby, except upon the forehead.

Do not nurse baby when suffering from a cold.

Do provide him with a cot to himself.

Do keep his nursery window open day and night.

Do not permit him to have a dummy.

Do give him his day-time sleep in the open air.

Do not pull the hood of his perambulator right up and so exclude the air.

Do provide him with a dark green sun canopy for sunny days.

Do keep food and all utensils connected with it scrupulously clean.

Do not feed him during the night.

BEAUTY NOTES FOR TO-DAY.

If your complexion needs a little colour try using a little raw beetroot juice. It acts as a mild astringent and at the same time gives a delicate and lovely colour.

When you are going out in the evening do not put off powdering your face until the last moment and then apply a hasty dab. It is much better to apply, about ten minutes before you need be ready, quite a thick coating of powder. Then, just before leaving, dust off what is superfluous and the rest will adhere very smoothly and evenly to the skin.

THE ENCHANTMENT OF WISHES.

Wishes are lovely bright things which give to life half its colour, to us half the impetus necessary to live at all. But wishes are not things to which we should enslave ourselves. Enchanting they are, but for ever passing and changing, for ever largely vain. Therefore we are wise to resist their enchantment, and see that our hearts, for all their admiration, are free. To be enslaved by wishes is to lose all consciousness of good in the present, to miss the sense of the sweet morning air, the quick courtesy of a fellow-passenger, the wonder in a child's face, the pleasant relaxation at the end of the day's work.

The enchanted grow to be misty, unreal people, and sometimes they grow to be grumpy. For they do not like the interruption to their dreams caused by the demands of business or of society. They are not happy. Their wishes, instead of being delights, have become torments.

Be at ease among your wishes, laugh at them, play with them. Tell them they are only bubbles, and though one may be burst to-day, another will float upon the air to-morrow. So shall you get from them the maximum of pleasure, the minimum of pain.

NEW EMBROIDERY FOR FROCKS.

A great French designer has invented a new kind of embroidery which is as simple to execute as it is effective.

The motifs, which are large flowers and leaves, are executed by appliqueing strips of fine crepe (georgette or tulle) in the varieties most frequently used in lines so close to each other that the crepe stands up like a very long pile fabric.

To decorate a dress in this manner draw a pleasing design of large-petalled flowers and large leaves on the dress. Take georgette in an appropriate colour, tear off a strip three-quarters of an inch wide. This torn strip will have one smooth-out edge and one fringed edge where it has been torn. Cut the next strip the same width and tear off the next strip, cutting and tearing alternately, so that the strips keep one smooth side and one fringed edge.

These strips make your material for embroidery. Begin your work by sewing a strip of the georgette, fringed and upwards, across the pattern, and at the edge of the pattern cut the strip of georgette, fasten the sewn edge securely. Now sew second strip a quarter-of-an-inch and parallel to the first strip.

Continue in this manner until the motif is filled in. The leaves in the pattern are worked in the same way, using, naturally, a different colour. The effect is charming, and this sort of embroidery can be done much more rapidly than other beading or thread embroidery.

LOOK COOL.



If you want to look as cool as possible, try a model like this in leaf green or beige. The pockets take on an added interest by being made of fine handkerchief linen with an inset of Irish lace and a lace edging. The cuffs and back of the collar are made of the same. A fuming-looking bow of watered silk ribbon the colour of the frock forms the only other trimming.

IMITATION JEWELLERY.

To be real or to be imitation, that is the question that comes to the art of jewellery and the greater art of wearing it. But to-day, one could not be more fashionable than to choose the unrefined strand of pearls, imitation jade earrings or a make-believe bracelet of diamonds and emeralds.

To be fashionable, one wears these bits of jewellery—a thing not difficult to do—for there are scores and scores of interesting settings, apparently arranged for each personality. One can not be more of the last word than to fasten large imitation beads of amber, close around her throat—for this is the vogue of the moment. And as for bracelets, numerous small ones, grouped on each arm, are gradually giving way to wide wristlets made of imitation pearls and sapphires, or rubies, or emeralds.

Black pearls, not real, of course, may swing four inches below the lobe of one's ear. While a necklace may be had to match, if the costume calls for it.

The one-time theory that the tailleur should not be seen in company with jewellery has passed into the pages of fashion's history, for now, with imitation jewellery so much the vogue it is seen with the severe street costume as much as with the evening gown.

TEA TABLE FASHIONS.

For the tea table there are linens which range from a prim simplicity to the extreme of ornateness. Fortunately, a happy medium can be obtained by choosing a set of heavy white linen, simply embroidered about the edge with a binding stitch and a picot at intervals. Inset into each napkin is a corner motif of Venetian lace—a star or a spider web motif, while the tablecloth shows a symmetrical centre arrangement of these motifs. Venetian lace, while always in good taste, is very smart just at present. But one cannot go wrong in choosing real lace of any sort, provided always, for trimming linen, it is of a heavy, substantial type.

THE MODERN BEDROOM.

The most beautiful modern furnishing is the last word in simplicity, and its breadth of treatment permits only of the most sparing ornamentation, or forbids it altogether where there is no reason for it. This balanced severity of style permits the full display of the beauty of hand-polished wood.

Take the up-to-date dressing table, for instance. Its roomy flat top is unencumbered, and gives a clear space of about 4 by 2 feet. Well provided with drawer space and ample knee room, it is intended for use where a glass may be hung above it. It is the modern development of the idea that first suggested the lower parts of Welsh dressers as toilet tables.

The dressing stool that accompanies it is equally utilitarian, for it is provided with a hinged lid,

THIS WEEK'S RECIPES.

DATE TEA CAKE.

24 dates
12 marshmallows
2 cups flour
4 teaspoons baking powder
1/4 teaspoon salt
2 tablespoons butter
1-3 to 2-3 cup of milk
1 egg yolk
1/2 cup chopped almonds
2 tablespoons sugar

Remove pits from dates and replace with half a marshmallow. Sift flour, baking powder, salt, and sugar together. Cut in butter with knife. Add milk and mix. Roll out to half an inch thickness and cut into rounds. In the centre of each round, place a stuffed date. Moisten edges and fold one-half the over other. Brush top with beaten egg yolk and sprinkle with nuts. Place in greased pan and bake in hot oven, about fifteen minutes.

NOTES FROM PARIS.

White and hand-painted felt hats are seen in most attractive shapes, but the small cloche has the lead on all the others.

Frocks of organdie or crepe in periwinkle blue are trimmed with dyed lace to match and mounted on slips of shell-pink satin.

Monograms of brilliants are frequently used on handbags of suede or watered silk.

Very fine eyelet embroidery is combined with fillet lace to make very dainty brassieres.

Beads, lace and fur are said to be the leading trimmings on the first autumn models.

Rust, rose and the henna shades promise exceedingly well for autumn and winter, particularly for coats.

Irish lace, dyed to match the exact shade of the silk of the gown with which it is to be worn, is one of the most popular trimmings for the summer dress in pastel shades.

One-piece dresses of white summer silk are embroidered with floral patterns or small motifs.

A MORNING PLUNGE.



Girls and their beasts are inseparable on southern California beaches this season. Here, for instance, is Vera Reynolds, cinema actress, taking her "monster" out for a morning dip. Its name is "Appleauce."

and thus serves equally well as stool, table, stand, or linen receptacle.

The bed for such a room must of necessity be equally simple and square-looking, and a type that fulfils both these ideas is made with a solid foot and a heavily-railed head. The only ornamentation is a little carrying of inter-linked circles.

Many attractive slips are made of handkerchief linen instead of silk and are embroidered in French embroidery and lavishly trimmed with lace.

Danite, or Italian red, is one of the new colours that is being featured for autumn gowns and coats. Eclair green is also a new item on the colour card.

IN ROSE-COLOURED CREPE.



Here's the summer girl at her summeriest in a gown of rose-coloured crepe embroidered in deeper tones and fluffed up with much ostrich. There's a cape-like arrangement in the back which may be worn as a scarf over one arm, if desired. The wide circular flounce which gives such fullness at the hemline is one of its most important touches sartorially.

THE BEAN "FOURTEEN"

Although introduced to the public only as recently as the Olympia Show of 1923, the **BEAN "FOURTEEN"** is not in any sense an untried car.

Actually, two years of time and very nearly 200,000 miles of testing were spent in satisfying the experts that it expressed to the highest possible degree the ideals of the discriminating Owner-driver. In its finally approved form, the Bean "Fourteen" is a British achievement of more than average interest.

WE SHALL BE PLEASED TO DEMONSTRATE THIS IDEAL FIVE-SEATER TO THOSE INTERESTED.

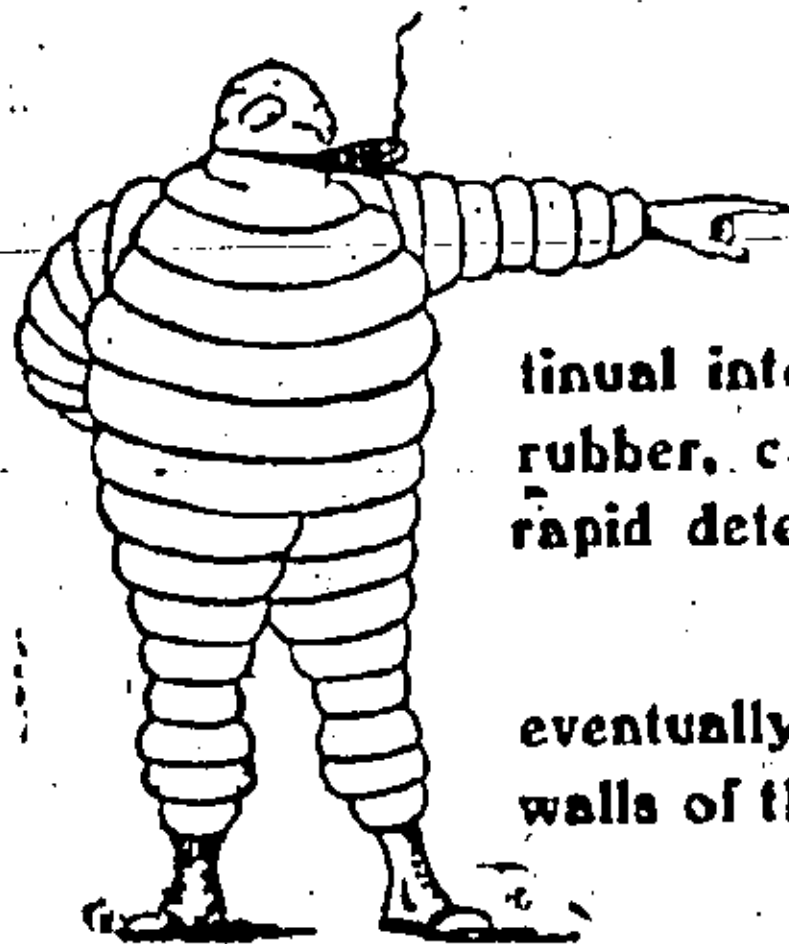
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MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy **MICHELIN** tyres from us and follow the above advice and tyre satisfaction is assured.

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Telephone C.3438. China Building, 1st Floor.

In planning your PICNICS or joy rides, don't forget K. 226.

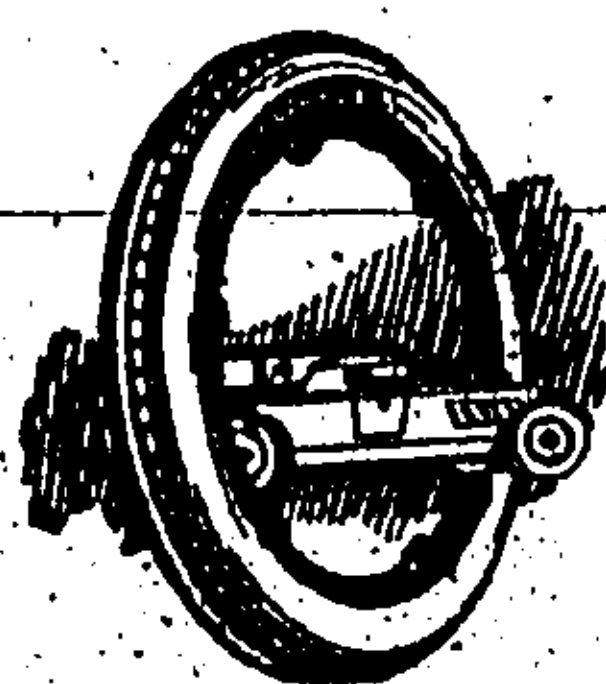
Our livery cars give satisfaction.



NATHAN ROAD

A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

CARS FOR HIRE



STORAGE

CAUSE OF FATIGUE.

CAREFUL ATTENTION HAS ITS OWN REWARD.

With the touring season going into full swing, the average motorist has doubtless noticed that there is such a thing as fatigue. While one can travel a greater distance with less fatigue in the better cars, there is often enough variation in the riding qualities of cars of the identical make and model to suggest the importance of car care and management in the direction of postponing as long as possible that weary feeling. Many motorists who find that 100 miles or so a day is their limit to comfortable driving when on tour, could stretch that mileage considerably by giving attention to various details which obviate fatigue.

Too many motorists overlook the fact that the annoyances in the matter of car control which they put up with in normal driving about town are a basis for premature fatigue after they have sat at the wheel for several consecutive hours. Difficult steering is perhaps the surest means of tiring the driver, for steering is a continuous operation and therefore, cumulative in its effect upon the muscles. The tourist who is planning travel a little further on his trip should see that his steering assembly is well lubricated and that front wheel alignment is accurate.

It seems to be a habit with many drivers to try to save gas by coasting extensively on their tour. What really happens is that by tiring themselves in holding out the clutch they cut down their daily mileage and spend in an extra night's stop ten times what they might save in gas by the most strenuous methods of economy. The driver who seldom coasts invariably gets more mileage out of his brake lining. And if there are opportunities where brake lining need not be sacrificed in saving gas the wise driver shifts to neutral knowing how to shift into high by the method of "double clutching."

It is sometimes inadvisable to so simplify the control of the car as to narrow its operation down to mere control of the steering and accelerator particularly in cases where the touring is over smooth roads, for this means that the driver's legs will grow stiff through inactivity. This is often as tiresome as overworking the legs. It can be avoided by moderation in the operation of the clutch and brake pedals.

MAKING OPERATION EASY. Where clutch and brake pedals are adjustable the driver will sometimes find it worth while to change his positions enough to make it just a little easier to do the things that must be repeated hundreds of times on a day's run. Controls should operate so that they give the maximum of movement to the parts they actuate with the minimum of effort.

Things that pass unnoticed in ordinary driving become a source of annoyance on the long trip, resulting in cutting down the daily run to a point where the itinerary naturally suffers many revisions. Many a driver who has found a hand-operated windshield wiper adequate for his short runs in the rain has found the absence of an automatic device sufficiently troublesome on a long trip to force an early stopover for the night. The controls, however, are but one of the points to be considered in the work of making each day's trip seem shorter. The tyres, shock or rebound absorbers and springs have a lot to do with it. Tyre inflation is seldom considered with reference to the condition of the roads to be traversed, and for that reason many tours are handicapped through tyre trouble that is too hard or too soft for the road.

A hard tyre on a rough road will keep the car in a state of agitation sufficient to render comfort impossible, and even if the passengers are protected to a certain extent by shock absorbers, spring brakes or rebound checking devices, the constant agitation of the unsprung weight of the car is bound to be transmitted to the passengers in the form of fatigue. This is especially true of the driver who, being in close contact with unsprung weight by reason of his grasp on the steering wheel, receives a large proportion of direct shocks from the road.

Boggy tyres will develop a sort of galloping, which is often as tiresome as the pounding wheels on the road.

A point to be considered in tyre inflation is the fact that many motorists test their tyres while the car is empty before starting. Without taking into considera-

tion the load to be carried the results cannot be very encouraging.

PROPERLY BALANCED LOAD.

The load bears a direct relation to the effectiveness of the spring control devices, since a heavy weight in the back of the car will serve to compress the springs more than is customary, thus shortening the struts or changing the angle of the levers, depending upon the type of device used. Many of these devices are now adjustable so that the motorist can make the necessary change before starting on his trip, reverting to the normal adjustment upon arriving home.

A motorist who wants the greatest service from his springs lubricates them thoroughly a week or two before starting on a tour, for he knows that it requires a number of miles of driving to give the lubricant an opportunity to work in between the spring leaves. This applies in those instances where the driver is not so provident as to cover his springs with a casing and where he is forced to resort to the expedient of greasing the leaves as best he can or squirting oil over the master leaf in the hope that the oil will find its way to points where it can be useful. When the springs are attended to just prior to the trip it may be several days before the driver and his passenger will feel the benefit of it.

Nothing is more tiresome in touring than to be obliged to balance a few grips on your lap. Thanks to the development of the trunk rack this annoyance is eliminated for many, but the average motorist still has to figure out where he is going to put his belongings so as to have as much leg room as possible.

To have full confidence in the car's ability to meet every requirement, because one has seen to it that every vital part from the universals to the pinion gear is well greased and in order, is to be relieved of much of the strain that tends to worry one and causes the day's run to seem more tedious. The man with a brand-new car finds the miles shorter than usual merely because he has complete confidence in the machine and is preoccupied with thoughts of its performance. Know your way and the small towns will flit by in record time. Economize on your efforts with respect to the controls and the day will close with more miles on the speedometer than you would have thought possible.

EYE STRAIN FATIGUE. Eye strain is perhaps the greatest cause of premature fatigue in touring. It is for this reason that many seasoned tourists prefer a dark day for their long runs rather than to cover long distances on what the motorist invariably labels an ideal day. There was a time when all motorists wore goggles for protection against dust and when such goggles were coloured to prevent undue eye strain. When the dust feature vanished most people thought the eye strain feature went with it. This accounts for the large number of unnecessary headaches at the end of the day's trip.

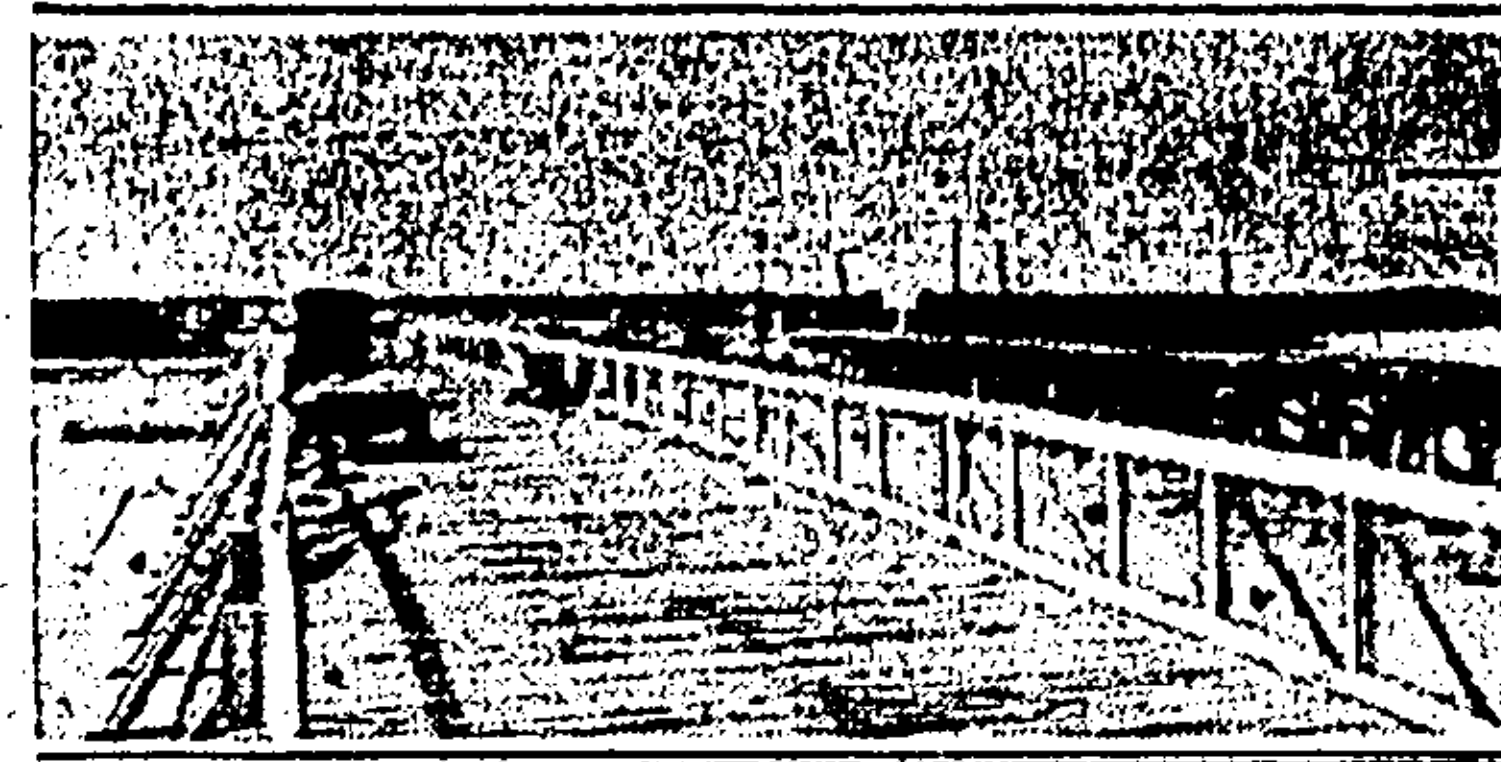
BRAKE LINING T.P. A few drops of kerosene and glycerine, mixed equally, and applied to the brake lining once a week, will keep the squeaking out, stop grabbing and make the lining last longer.

WHEN A CAR UPSET A TRAIN.



A locomotive and four cars of a Southern Pacific freight train were overturned when the train crashed into an automobile at Lacassine Crossing, in south-western Louisiana. One person was killed instantly and seven seriously injured, five probably fatally.

UNIQUE MOTOR ROAD.



Beginning of the motor highway to lead across the Florida keys from Key West to the mainland.

Key West, Fla., July 24.—The Dixie Highway is coming to this island, 122 miles out at sea. Over a chain of keys, consisting of beautiful coral islets, across ocean liner lanes, sometimes out of sight of land, the most phenomenal road in America will take its course. It will almost parallel the Overseas Railway, which is still considered one of the most wonderful feats American engineers have accomplished.

The road will lead from the Florida mainland directly out across the Florida Key to Key West. Work has already been begun with the construction of the Key Largo bridge across the channel between Key Largo and the mainland.

Final approval of construction of this highway has come from the war department.

Last Autumn Key West voted \$300,000 in bonds toward this enterprise and Dade county, on the mainland, is expected to contribute at least \$100,000, more for its share of the undertaking.

The road will cross over water up to 30 feet deep, and gaps between the isles will be as long as seven miles. The trip will afford a wonderful panorama of vivid waters and changing colours. The shoals dazzle with every blue of the rainbow, reflecting the green and brown sea weed, the pink coral bottom and schools of brilliantly coloured fish.



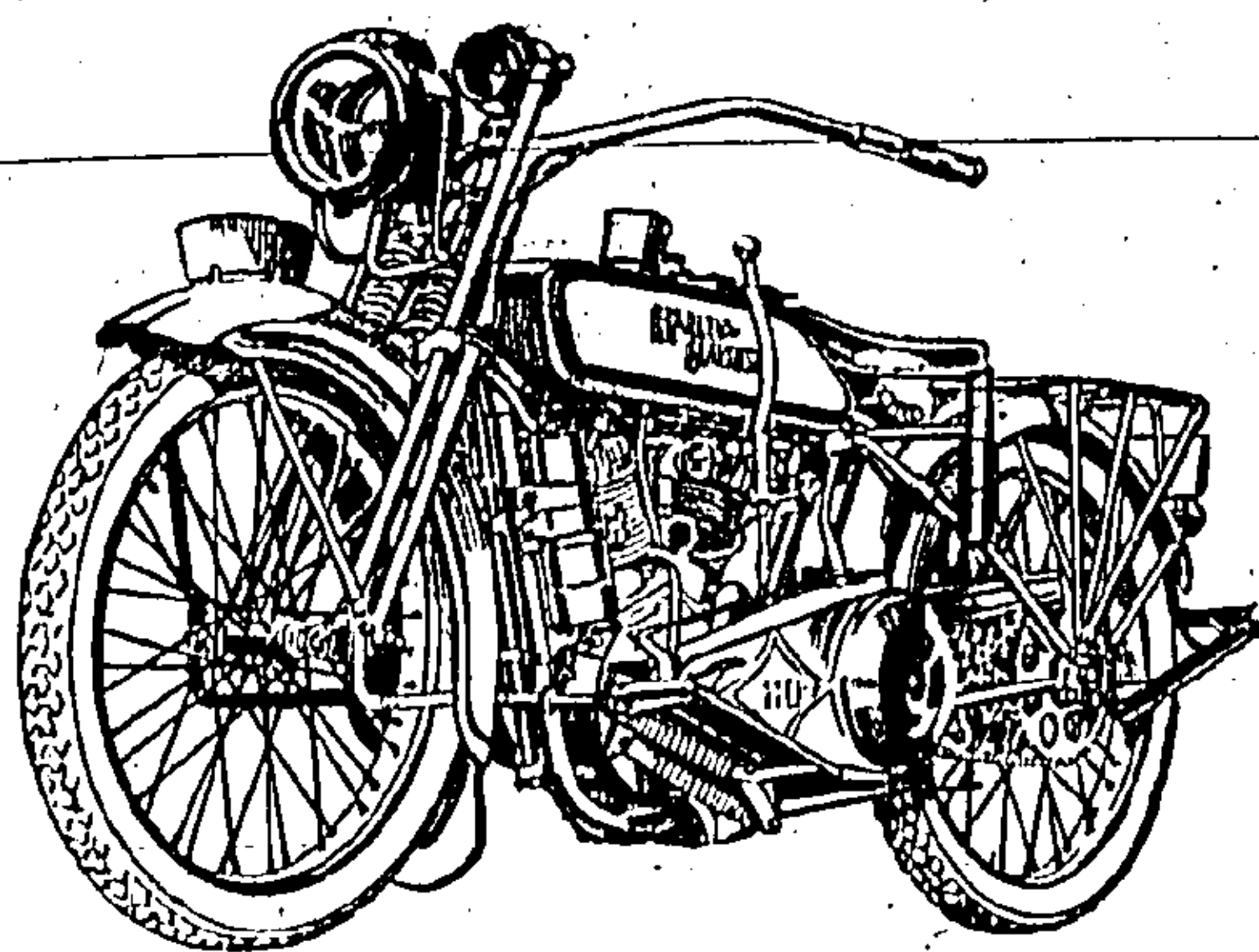
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We use ACME QUALITY PAINTS AND VARNISHES, and are proud of the CLASSY PAINT JOBS we turn out. ACME QUALITY PAINTS AND VARNISHES give a perfect, smooth, brilliant finish. Quotations on request.

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1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY.
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Sole Agents, Tel. C. 781.

THE FAMOUS B.S.A.

B.S.A. MOTOR CYCLES, generally admitted to be the finest value-for-money machines now on the market, have met with a greater demand than ever this season.

The range has been extended, detail improvements have been incorporated on all models, and the B.S.A. reputation for service and reliability has been greatly enhanced by the results of reliability trials, and the experiences of thousands of private owners, during the past season in the British Isles, on the Continent, and in every part of the world where motor cycling is in vogue.

We shall be pleased to show you models of these famous machines.

Prices from **\$475.00**

Take the lift to the 4th. floor.

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Sole Agents for the famous B.S.A. Cycles.



A NEW SHIPMENT OF "SERIES 3" NERACAR. THE LATEST MODEL.

AN A.I. PERFECT MACHINE.

It was "Series 3" Neracars that won 1st, 2nd, 3rd, and team prizes in the National SIX DAYS Trial; that won the run from Reading to Pittsburgh and return, Pennsylvania State Championship, and won the Pennsylvania State 24 Hour Endurance Trials and the Reliability and Endurance Tests in Holland and Italy. All mountainous routes.

A dandy, little machine, capable of **BIG PERFORMANCES**. Keeps rider clean. Simple, easy to handle. 200 miles for \$1.00 of fuel. Ride all seasons, any weather.

FREE DEMONSTRATION—SOLD ON EASY TERMS.

DE SOUSA & CO., LTD.

Sole Distributors for South China.

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China Building, 7th Floor.

AN AUTOSUGGESTION.
Ever notice that the car ahead of you in traffic invariably seems to have greater pick-up than yours? It gets away while you're thinking about it. It fairly jumps. Of course it's aggravating, especially when you have always prided yourself on having a snappy motor. Frequently you go to the repair shop and start them searching for an explanation. And it's futile, because your motor is, and probably always has been, as snappy as 90 per cent of the cars in service. You forget that the driver of the car ahead of you has the advantage. He has actually started his motor before you're thinking about starting your own motor away.

INTERNATIONAL DANUBE FAIR.
A most important meeting in the International Danube Fair, to be held at Bratislava, from Aug. 23 to Sept. 2. All of the countries sending cars for exhibition to this show are figuring on the impetus road building and agriculture is getting at present, in all the Slavic countries, on account of the rapid advance of motor vehicle transportation in the development of the communities.

alarm bell. Naturally you act tardily, and this is just sufficient to make it seem as though your car was not quick on the get-go.

No automobile with manually operated brakes will come to a stop downhill without extracting a lot of energy from its driver. Skillful design may lead the driver to believe that he is "hardly pressing" on the brake pedal, but old Archimedes, who discovered the principle of the lever, says that it is a delusion somewhat on the order of the installment plan. You are able to do a lot by doing it in gentle doses, but you do the same amount of work as though you were to get out and hold the car back by standing in its ways.

CRUDE METHOD NO LONGER NECESSARY.

Engineers now contend that such a crude way of stopping an

CHEAP PETROL.



Seeing that Hongkong motorists are paying \$1.00 per gallon for gasoline, they will probably be envious of the motorists who live in the region of the garage shown above. Of course, it's in America.

BRAKE MECHANISM.

AIR-BRAKE SYSTEM FAVOURED.

BY WILLIAM ULLMAN.

New York, June 29. While motorists ponder over what type of brake to specify when purchasing new cars, and while manufacturers debate the advantages of various types prior to the announcement of their 1925 models, automotive engineers are at work upon an idea that may revolutionize the whole subject of deceleration.

After all these years the thought is gaining headway that power to stop an automobile should be mechanical, just as the power to start it.

Not only that, but it is generally agreed in some circles that the power to shift gears should also be mechanical, thus reserving manual operation for the work of steering and pushing out the clutch.

Power brakes were thought of a long time ago in connection with steam trains and street cars, but somehow or other the world seemed to think that it was quite all right for a man to rely upon his own strength to stop a 3,000 pound vehicle hundreds of times daily. Power brakes were frequently suggested as possibilities for the automobile, but never as necessities.

AIR BRAKES NOW PROBABLE.
The situation is said to be changing so rapidly that air brakes will be seen on some passenger cars before very long, which, in the mad pace of automobilism, means before the next automobile show comes to town. Air brakes are already seen on motor busses that are running on regular schedule over many highways.

Why should a driver be obliged to use his own strength to stop his car when there is such an abundance of mechanical power beneath the hood? Many are asking this question, and, according to reports, many are ready with the answer.

Any one who knows the theory of leverage must appreciate the fact that every time he applies the brakes on his car he does as much work as is required in killing the car's momentum. This work is "geared" down by a system of levers to such an extent that applying the brakes seems to be a very simple matter, yet all the while the driver is expending an enormous amount of energy. It's one of the things that help put him to sleep at night.

No automobile with manually operated brakes will come to a stop downhill without extracting a lot of energy from its driver.

Skillful design may lead the driver to believe that he is "hardly pressing" on the brake pedal, but old Archimedes, who discovered the principle of the lever, says that it is a delusion somewhat on the order of the installment plan.

You are able to do a lot by doing it in gentle doses, but you do the same amount of work as though you were to get out and hold the car back by standing in its ways.

CRUDE METHOD NO LONGER NECESSARY.

Engineers now contend that such a crude way of stopping an

automobile is no longer necessary. People used to get hold of the end of a lever and crank over an engine that they couldn't be in to turn without the aid of the crank, but that day passed when the electric self-starter became available. On this theory many believe that the manually stopped car must also vanish.

This belief is strengthened greatly by the growing popularity of the power-operated gear shift. Not only is this seen on cars already in service, but is announced for some 1925 models. If it has become necessary to cease drawing upon the driver's strength to shift gears it is a foregone conclusion that the operation of the brakes should no longer be left to the driver's physical ability.

Power operation of the brakes will have nothing to do with the number of brakes or their location, since the idea is equally applicable to four or two wheel brake layouts. It does not even concern the matter of the operation of the brake shoes. The power can be applied directly to the brake shoes, or it can be relayed to the shoes through cables, rods or hydraulic tubes. All that the power brake is going to do is to do away with the driver's brake pedal, so that he can keep his right foot on or near the accelerator.

TAKES PLACE OF DRIVER'S FOOT.

The power for the brakes will take the place of the driver's foot and the strength behind it. In a type of brake already used in Europe the car is stopped by its own momentum, the brake-operating mechanism bringing into play a clutching device that couples the speed of the propeller shaft with the brakes. This is operated by the conventional brake pedal, but movement of such pedal is no more laborious than pressing on the accelerator. It can be operated just as well with a hand lever.

This, however, does not represent the type of power brake likely to be popular in America, because it does not represent the possible limit of freedom effort in starting the brake mechanism going.

Compressed air seems to be the most convenient form of braking force, since it lends itself to a wide variety of applications. It can be generated by a pump geared to the engine as an accessory, or it can be generated by a pump attached to the propeller shaft, thus utilizing the car's momentum for the supply of compressed air. It can also be generated by electric power, and while this would make use of the electric current that is now wasted on the automobile, it necessitates considerable changes in the electrical system and makes for complications.

MANY WAYS OF CREATING SUPPLY.

Suffice it to say, however, that there are as many ways of creating a supply of compressed air as there are of using it.

Stopping the car whether by the ideal system or by any of the many other plans now under consideration or already in use renders it unnecessary to expend physical effort. Stopping becomes as simple a matter as starting, being automatic to a high degree.

RUMANIA HAS ABOUT 10,300

autos of which 7,500 are passenger cars.

THORNYCROFT

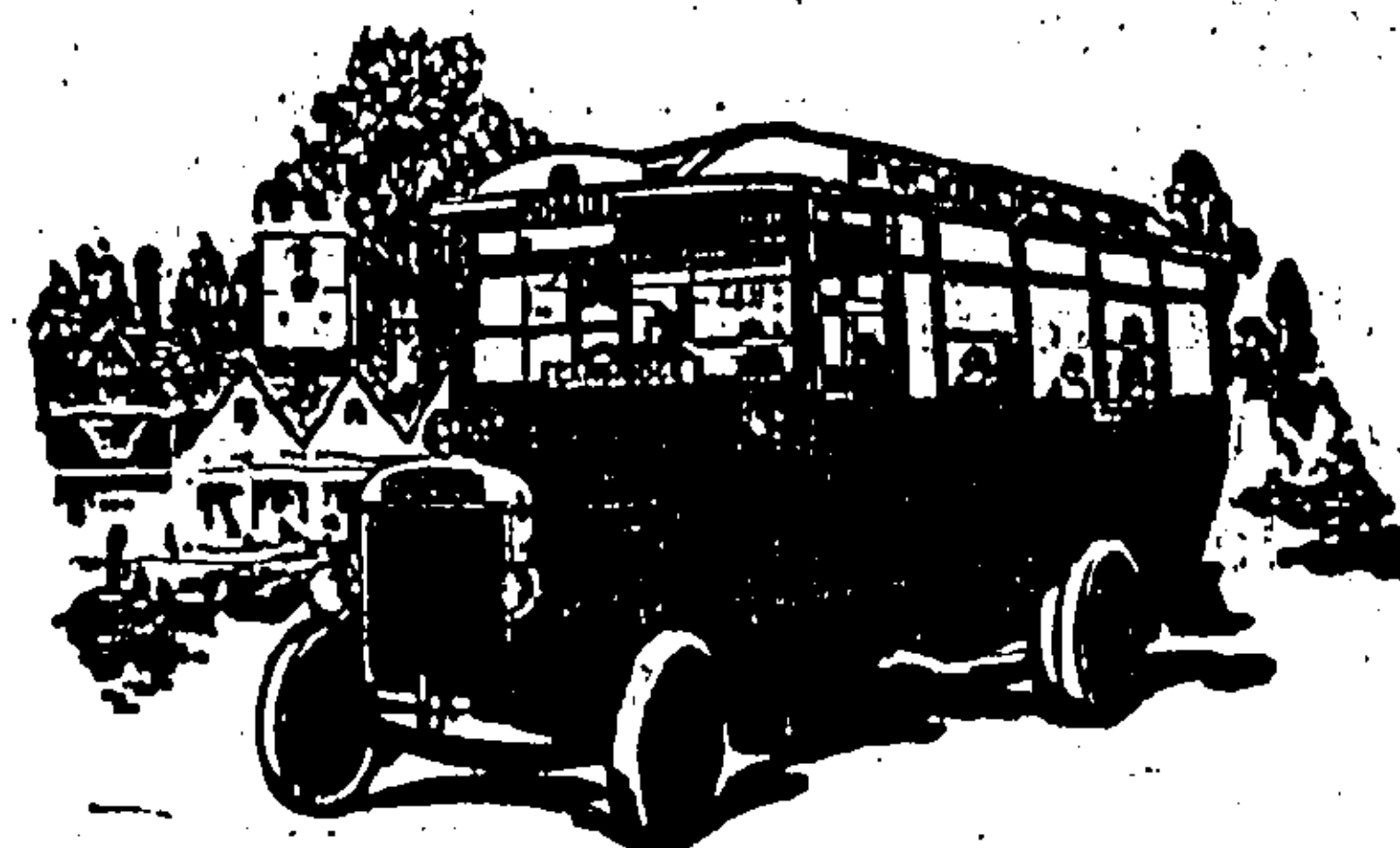
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For Passengers or Merchandise

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SERVICE and ECONOMY SPARE PARTS IN STOCK

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THE HONGKONG & SHANGHAI HOTELS LTD.

SPECIAL DODGE BROTHERS MOTOR CARS IN FOUR TYPES

Four special types have recently been added to Dodge Brothers standard line of motor cars:
A Touring Car, a Roadster, a Type-A Sedan, and a 4-Passenger Coupe.

These types have been created for that substantial group of motorists who favor individuality in motor car appointment and design.

In fundamental construction they are identical with Dodge Brothers standard product. Their accentuated smartness, however, is strikingly obvious in many elaborations of equipment and refinements of detail.

Special 6-ply, balloon-type tyres, nickel-trimmed radiator shell on touring car and roadster (optional on closed types) front and rear bumpers, motorometer with lock, special blue leather upholstery (for touring car and roadster) special body striping, rear view mirror, automatic windshield wiper, scuff plates, cowl lights and steel disc wheels constitute the more important items of special equipment.

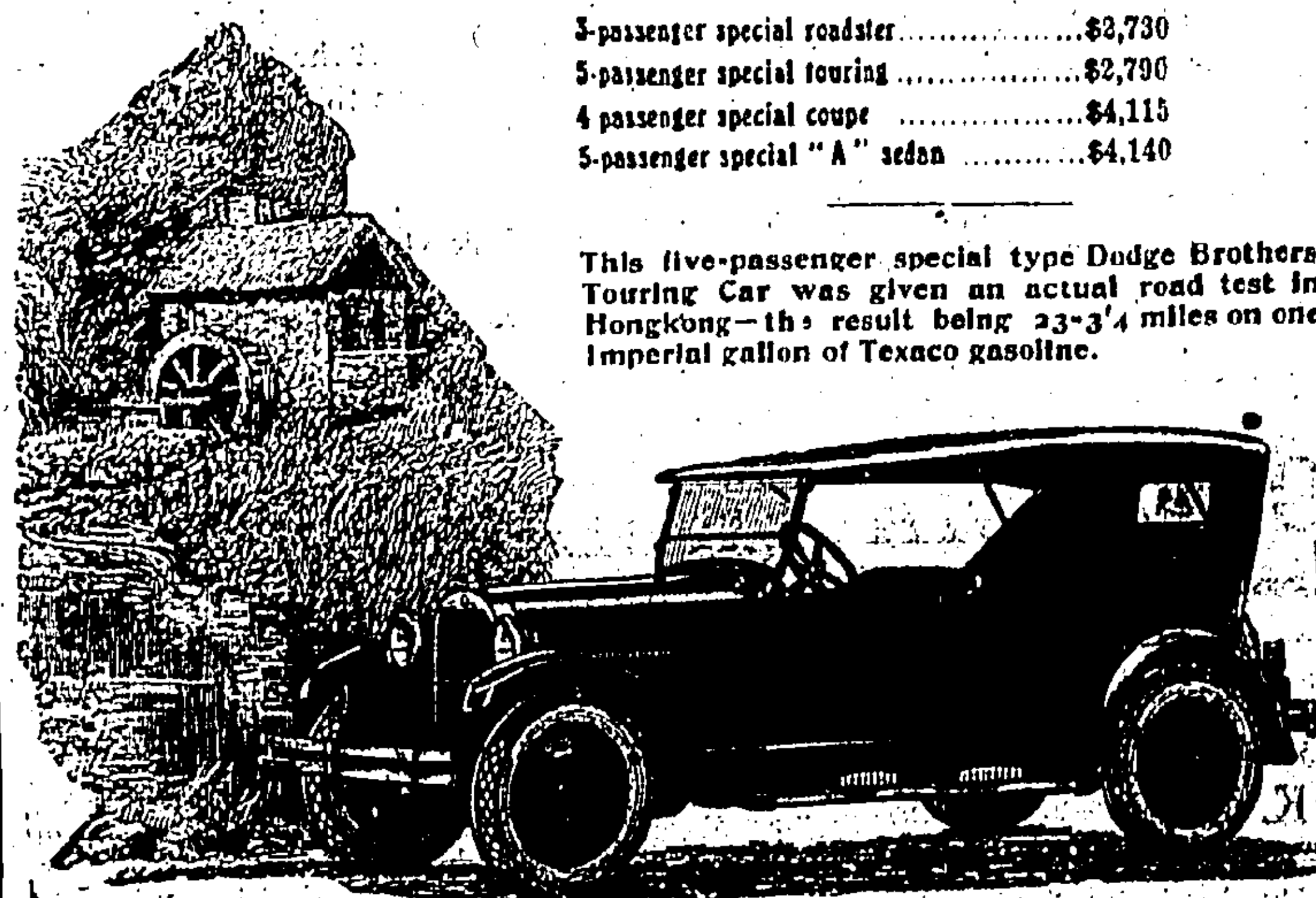
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 3950.

33, Wong Nei Chung Road ... Happy Valley.

3-passenger special roadster.....	\$2,730
5-passenger special touring.....	\$2,790
4-passenger special coupe.....	\$4,115
5-passenger special "A" sedan.....	\$4,140

This five-passenger special type Dodge Brothers Touring Car was given an actual road test in Hongkong—the result being 23.34 miles on one Imperial gallon of Texaco gasoline.



JUST WHAT YOU PAY FOR.

Rolling brakes is no exception to the rule that motorist gets in value of repairs just about what he pays for. By the use of split rivets in the attaching of the linings to the bands it is possible to cut the cost by cutting the time element, but such reliability is unsatisfactory as compared with the usual way—and the

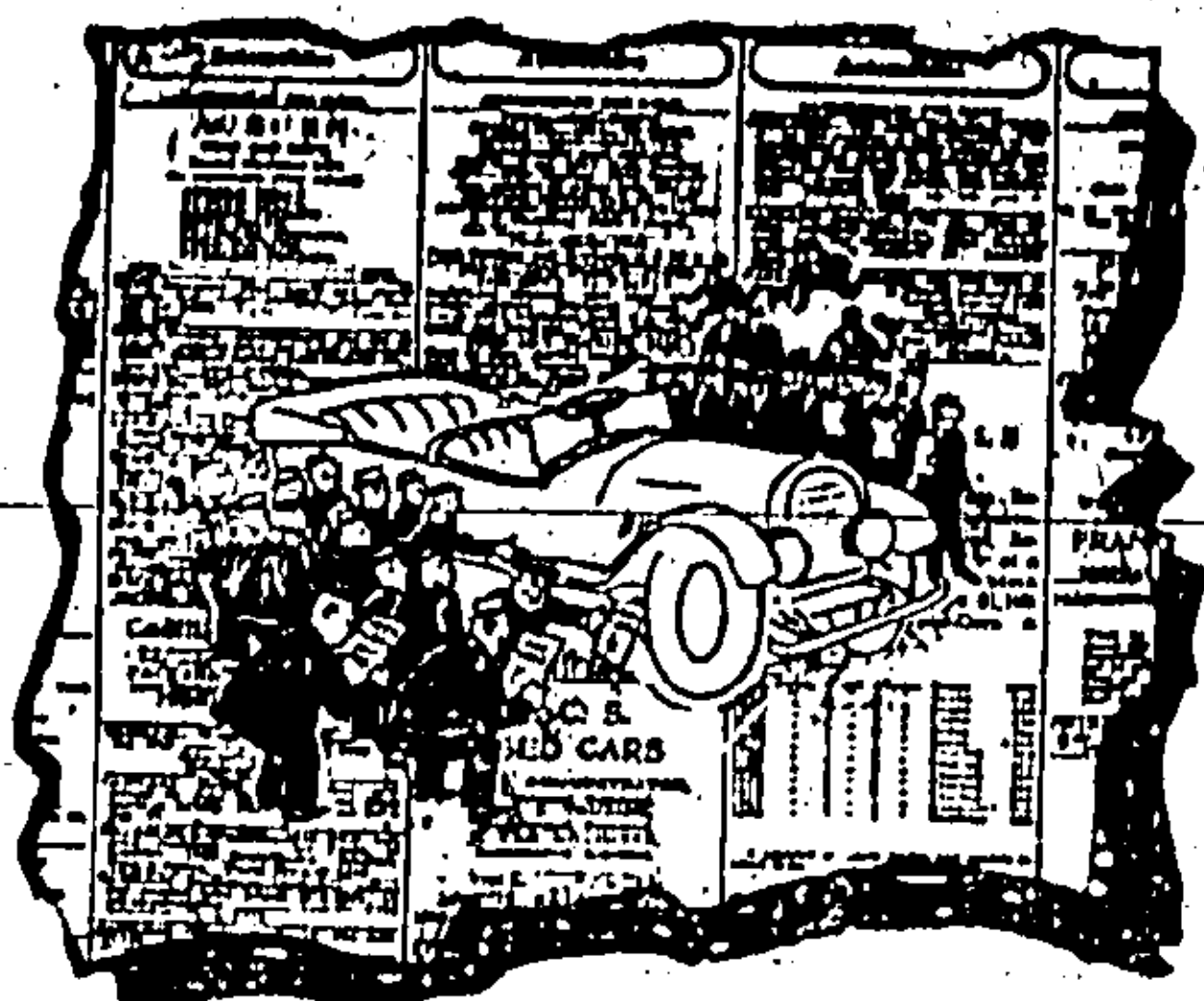
motorist usually finds that it is better to have the job done right in the first place.

In the relining of brakes it is particularly of importance to see that the bands are concentric with the drums; otherwise the lining will wear unevenly and the efficiency of the brakes will be reduced accordingly. This is often tedious work. When the mechanic is rushed he is forced to do work

that is proportionally cheaper in every way.

Incidentally it is cheaper to have the linings down to a point where the bands have to be replaced as well. Cheaper, too, because it is safer.

Madrid, Spain, has changed from left to right traffic.



"THE CAR YOU WANT—AT A PRICE YOU CAN AFFORD"

() Cadillac 5-passenger Touring Car	\$1,500
() Chandler 7-passenger Touring (54869)	\$1,500
() Chandler 4-passenger Speedster	\$2,500
() Cleveland 5-passenger Sport Model.....	\$2,500
() Dodge Brothers 5-passenger Touring Car (585184)	\$1,250
() Dodge Brothers 5-passenger Sedan	\$2,500
() Essex 5-passenger Touring	\$1,650
() Essex 5-passenger Sedan	\$1,800
() Hudson 7-passenger Touring (52988)	\$1,750
() Locomobile 7-passenger Touring	\$3,200
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() Winton 7-passenger Limousine.....	\$2,500

REMEMBER:—A Used Car is only as good as the firm with which you deal.

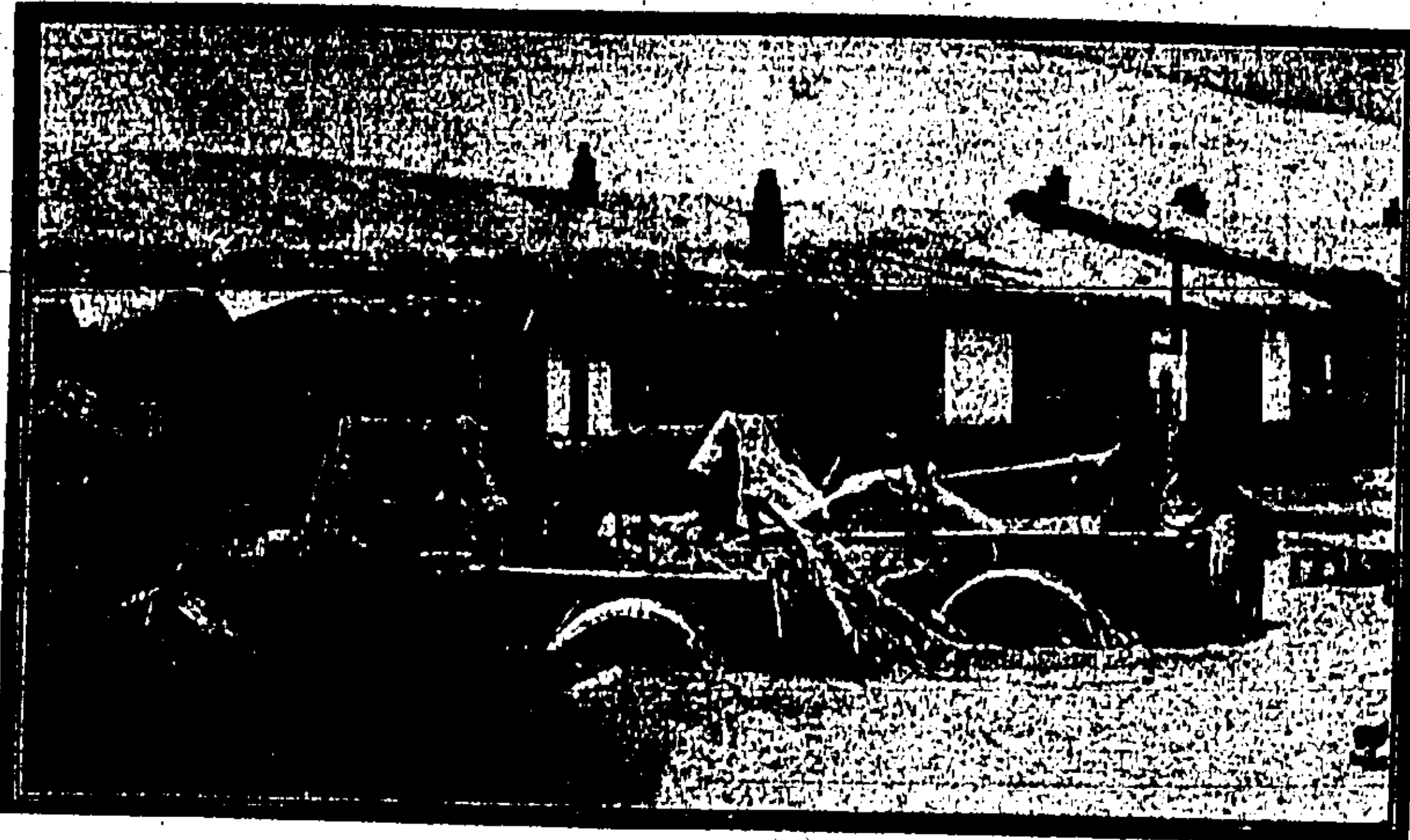
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Name.....
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MOTOR CARS ALMOST DISAPPEAR IN THE SILT.



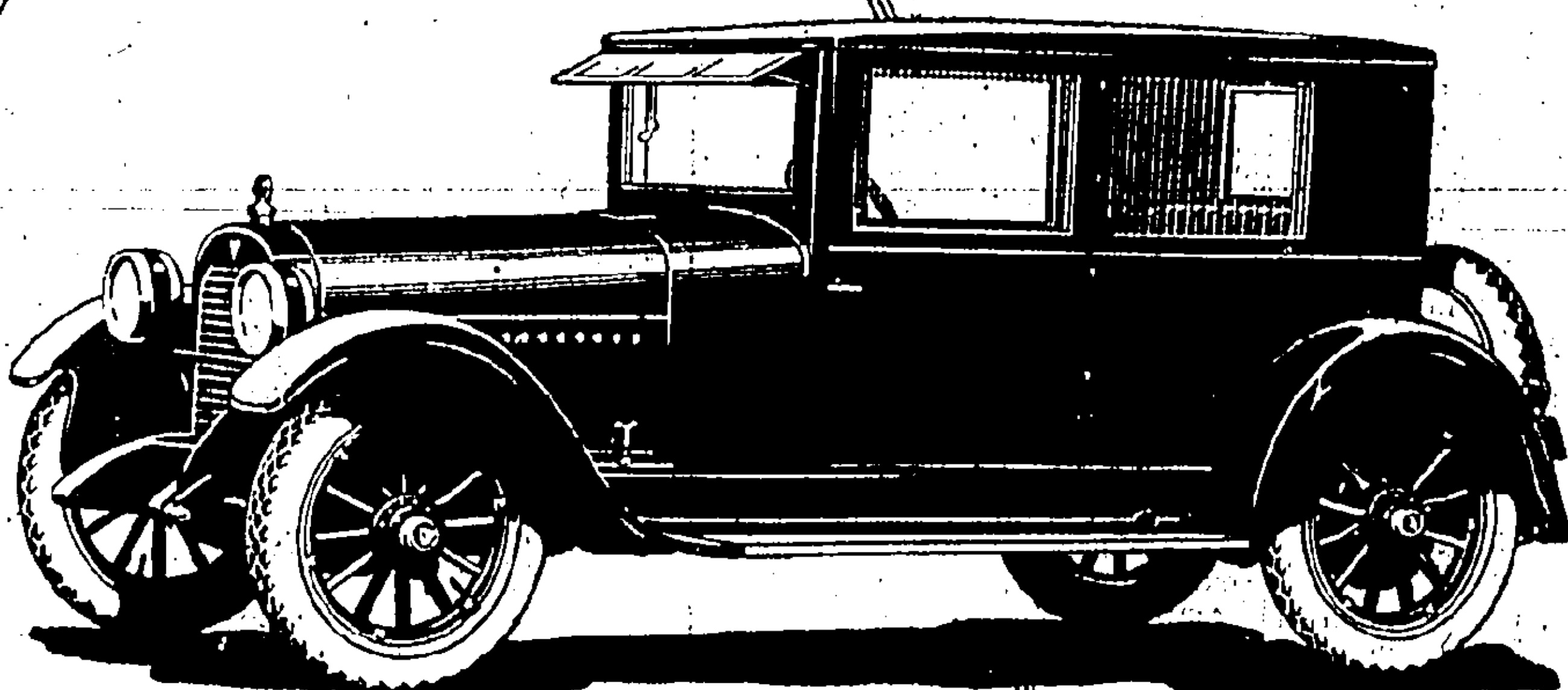
After the water had passed on at Kalgan after the floods the amount of silt left behind was colossal. Here we see two motor trucks sunk in the mire to a depth of from two to three feet. If they "go" again on being dug out they should prove a good advertisement for their makers.

CAMPING OUT HOLIDAYS.



Motor cars have popularized camping out holidays. Nowadays the average citizen likes his outings to be behind a steering wheel. Motor camping parties are a common sight throughout the summer, both at home and in America.

HUDSON



This Favorite Super-Six Improved in All Ways

The attractions of a more beautiful and comfortable body, with the greatest Super-Six chassis ever built are combined in the new Hudson Coach.

Also unmatched price advantage. At \$1,300 it costs but little more than open models. Yet it provides the wanted comforts, distinction and all-season utility of a fine closed car.

Motordom concedes that no car excels Hudson in performance reliability and long life at low maintenance.

Now, to those famous qualities are added refinements that assure prompt starting in coldest weather, as well as greatly increased gasoline and oil economy.

Is it any wonder that the new coach has met a reception surpassing any Hudson ever built?

HUDSON also builds the ESSEX:

5-passenger Touring	\$2,375
5-passenger Coach	\$2,800

HUDSON Super-Six Prices:

4-passenger Touring	\$3,800
7-passenger Touring	\$1,000
5-passenger Coach	\$4,300
5-passenger Sedan	\$5,000
7-passenger Sedan	\$5,500

(Hudson Equipment includes 33 x 6.20 Disc Wheels and five 33 x 6.20 BALLOON TYRES.)

THE DRAGON MOTOR CAR Co., Ltd.

Telephone Central 3950

38, Wong Nei Chung Road. Happy Valley.

REVERSING A CAR.

THE CHRONICALLY BAD MOTORIST.

The job of reversing a car in cramped surroundings will have to be safeguarded increasingly as the number of permanently inexperienced drivers grows and the vogue of the closed body swells, writes "Runabout" in the Autocar. During the last few months I have inspected a surprising number of small cars damaged by clumsy reversing, generally performed in the dark, though sometimes in daylight.

The roads now contain quantities of elderly novices who will never become really good drivers. Many of them habitually keep their all-weather tops up, and frequent gardens and other places which were never designed for cars, and make even a clever driver prick his ears on a dark night. By daylight the stern window is often absurdly small. After dark, if the tail lamp has a side panel, the panel and the candle-power are alike origuious. A huge stern window and a spot lamp are obvious helps.

But I am so impressed by the number of petty bumps which have come under my notice lately that I wonder if such provisions are adequate. The results vary from the merely annoying to the extremely expensive. The minimum and the commonest is a concertina'd tail lamp, possibly entailing subsequent friction with the police on a probably inevitable return journey. But in quite a number of cases the rear dumb irons get stabbed cockeyed, or the rear panel of the body sustains excessive damage, as this type of driver is very liable to lose his or her head. I am beginning to wonder whether stern bumper bars are not practical necessities for some of our new owner-drivers, and for others in self-protection.

CONTROLLING SHOWS.

Due to the rapid increase in the number of industrial affairs held annually in Continental Europe, a meeting was held recently in Paris, under the auspices of the International Chamber of Commerce for the purpose of regulating these events. It was decided to sanction fairs of an international character only, and to schedule them so as entirely to eliminate conflict in dates.

No automobile salesman has ever been known to run out of gas.

Armstrong Siddeley.

— "FOUR 14." —
THE ALL BRITISH TOURING CAR.

FIRST COST---VERY MODERATE
RUNNING EXPENSES--- Exceedingly low
PETROL CONSUMPTION--- 26-28 miles per Gallon.

YOU CANNOT BUY A BETTER CAR.
NEW MODEL ARRIVED.

Demonstration Invited.

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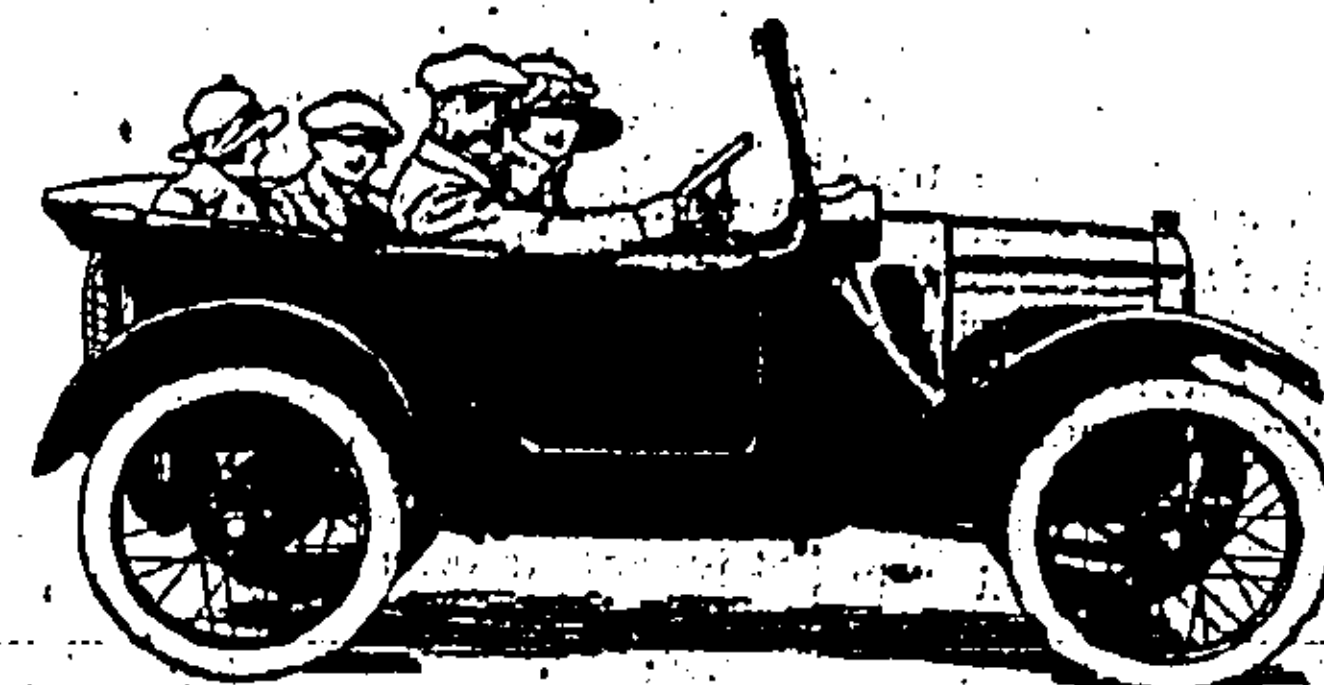
THE HONGKONG & SHANGHAI HOTELS, LTD.

Motoring at Tram-fare

The *Austin* Seven

Gives car comfort and protection at the price of a combination.

Running cost is under 3½ cents per mile or no more than tram-fare.



Seats two adults with children; has electric lighting and horn and complete all-weather equipment, spare wheel and tyre. The 4-cylinder engine is watercooled, three speeds are provided and brakes fitted on all wheels. Chassis lubrication is by grease gun. Electrical starter.

Price Delivered Hongkong Ready for the road £188.0.0 (Sports Model £10.0.0 Extra.)

Ask for "Motoring at Tram-fare," depicting the car for shopping, business use, and week-end jaunts with the children.

Sole Agents:—

ALEX. ROSS & CO. (CHINA) LTD.

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A FINE PRODUCT AND A FINE POLICY.
There are no finer tyres than

DUNLOP

CORDS.

They stand as the supreme achievement in tyre construction, and set a new standard in tyre service.

Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

Stocks carried.	Compare these prices
24 x 2 1/2 Motorcycle Cord	\$12.50
26 x 2 1/2 "	13.50
26 x 2 1/2 (2 1/2 rim) "	13.90
26 x 3 "	14.10
28 x 3 "	18.90

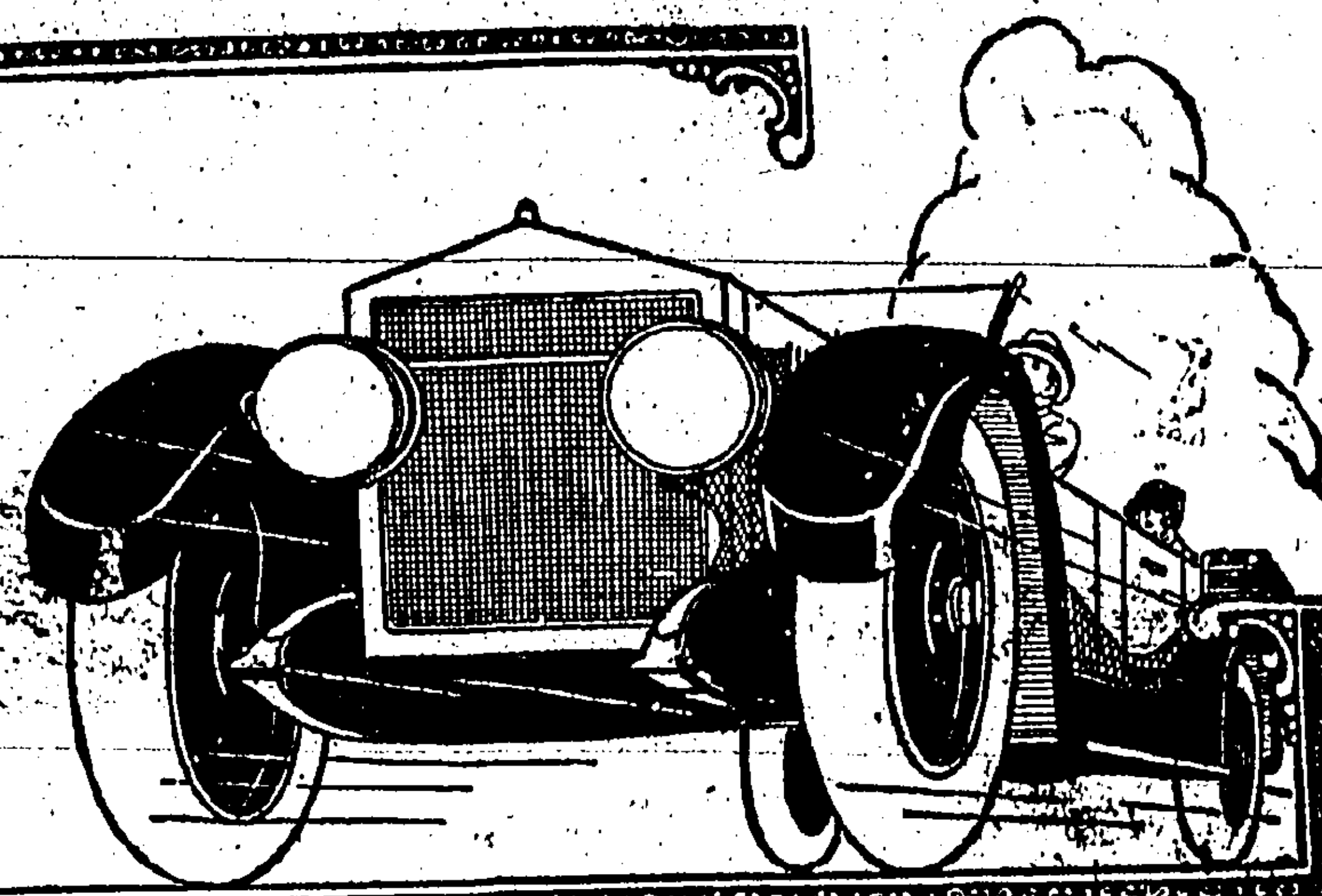
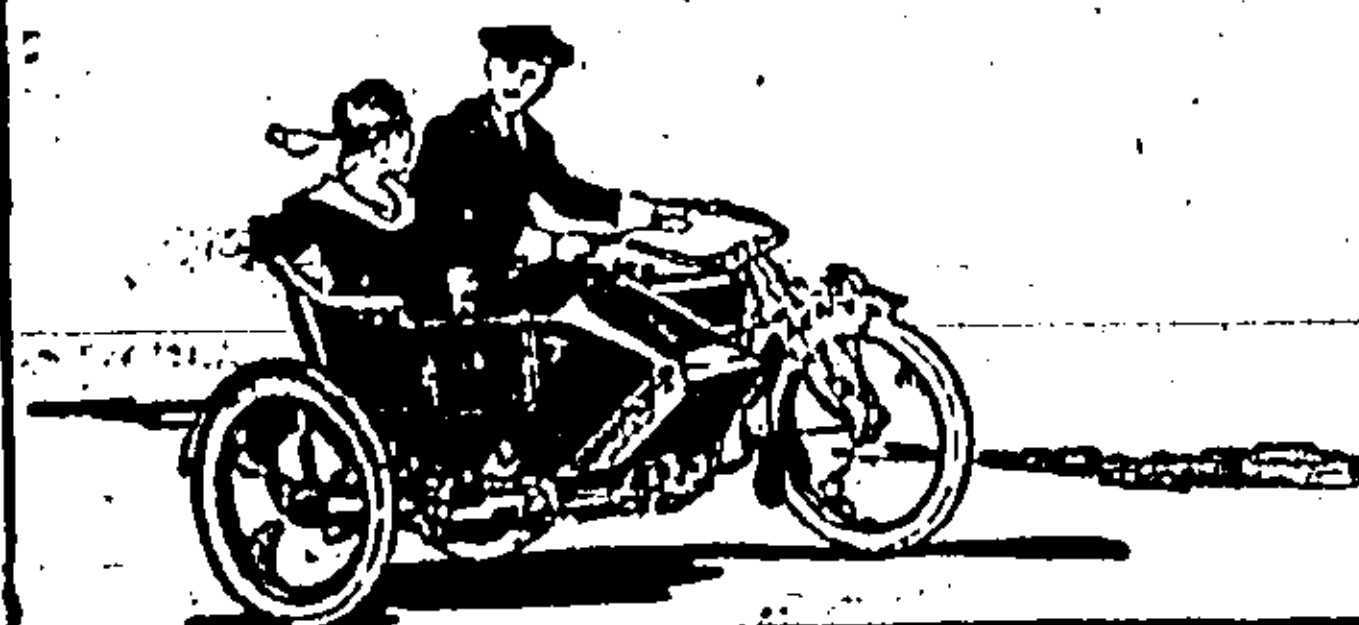
Obtainable from the Dunlop Co's own Branch, also from Stocks carried by the Taxi Co., and by J. Gibbs & Co. Alexandria Bldg. (phone C.704—Sundays & Holidays C.4667.)

DUNLOP RUBBER CO. (CHINA) LTD.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, the 23rd. August, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Although a great improvement has been effected by the opening up of the continuation of Coronation Road and the doing away of the two right-angled corners which formerly had to be negotiated, there is room for serious criticism regarding the totally unlighted condition of the extension. Not only is there a sharp corner to be taken, but at the junction of the Shamshuipei and Lai-chikok Roads a point policeman stands in absolute darkness to "direct" the traffic. As he is dressed in khaki and as he wears no armlets, he cannot be seen, except when in the direct rays of a car's headlights. To drive a car or a motor bus along this new stretch of road at night is a trying experience and one fraught with considerable danger. The sooner the lighting is extended the safer will this road be for the heavy traffic it has to carry.

And whilst talking on the subject of traffic and roads on the other side of the harbour, it is opportune to ask why it should be necessary when repairing a road on which a bridge occurs, to make the level of the road higher than the surface of the bridge? On the way to Castle Peak quite a number of bridges occur, and at every one of them a car bumps down on to the bridge and jumps up off it, at the other end. In some cases the level of the road surface is two or three inches higher than the level of the bridge surface and it is anything but conducive to riding comfort to have to suffer the bumping and jumping that is now inevitable. One imagines that, in the first instance, the level of the road surface was made higher in order to allow for subsidence, but with each little repair job the roadway is made higher until the margin for subsidence has become ridiculous. It is well known that our Roads Department doesn't like criticism, but of late it has earned far more than it has received, and if it were under a Municipal Authority, as at Home, the local equivalent to a Borough Surveyor would have had a rather thin time answering questions by Councilors.

Let us take the case of the Praya from the Post Office to the Harbour Office. Where else would be tolerated the interminable delay which has marked the re-making of this road? Granite setts have been laid at the rate of about one line per day. Instead of being quarried to size, they are brought to the site in the rough and are actually chipped down to fit by the one or two men engaged in the work of "laying" them. For months past some part of this road—and it is one of the busiest roads in the City—has been "up" and it is high time the job was thoroughly taken in hand and made a clean sweep of. In the case of Queen's Road East through Wan-chai, a similar story of playing at the job can be told. The same can be said of Coronation Road, Stubbs' Road, Pokfulam Road, or of many other roads in this Colony on which work has been painfully and inexorably slow. We boast of our roads, and we have a right so to do so far as the putting and engineering of them is concerned. But as regards the work of upkeep and the manner in which that work is carried out, a Rural District Council at Home could show us "how". Not only for motoring and motorists, but

for the whole of the Colony's wheeled traffic we do seriously ask the Government to tackle this work of road-mending in a reasonably efficient and business-like manner.

Hongkong motorists are truly of a philosophical turn. They accept without kick a great deal more than they ought to accept, and one of the most outstanding examples of their placidity is the manner in which they cheerfully pay \$1 for a gallon of motor spirit. Latest American papers to hand show that the retail price of gasoline on the Pacific Coast is about 22 cents (Gold) per gallon, though in some places, where a price reducing campaign has been raging, it has been sold as cheaply as 13 and 14 cents a gallon with 10 cents a gallon as a record "sale" price. At Omaha, petrol consumers thought the price of 20½ cents too high, and they started what was known as the "15 Cent League," banding themselves together and refusing to buy spirit until it had reached 15 cents per gallon. One can trust these Leaguers to know what is a reasonable profit on gasoline, and when they agitate for 15 cents they are allowing for a commercial profit to be made. Then what, in the name of justice, is the profit on gasoline here when it is retailed at \$1.10 per gallon, even after allowing for costs of freight and handling? The price of gasoline in England is lower than here. A Hongkong motorist pays the equivalent of over 9/- for four gallons, whilst a motorist in England can get the same quantity for 7/-! Surely, there is no reasonable justification for such a big disparity. Of course, if Hongkong motorists are content to pay any old price that might be asked and never express a grouse, then the importing Companies are not going to worry any. But if there was a little of the Omaha pluck and public-spiritedness among motorists here, they might be able to agitate to their own benefit.

The following have joined the Hongkong Automobile Association since the last list was published:

Guan Shing Kwan
F. M. Ellis
E. E. Ellis
Dr. Coxien To
F. F. Duckworth
Dr. Y. K. To
Dr. Tin Po Woo
E. S. Kong
S. L. Kong
L. Maurin
Lo Yuk Tong
A. B. Stewart

Should there still be any members of the Automobile Association who have not yet received a copy of the new official handbook, they should apply to the Hon. Secretary, Mr. P. M. Hodgson, of the Union Insurance Society of Canton.

The Automobile Association is in receipt of a letter from the Government stating that the Stubbs Road Garage is now ready for occupation. A copy of the Rules governing the use of Government Garages at the Peak was enclosed, and as these Rules will doubtless be of interest to all motor owners on the Peak, they are given below:

1.—The rent for each section of a garage is \$25 a month,

payable at the Colonial Treasury in advance on the first business day of each month. This rent includes heating, lighting and water.

2.—Applications for renting a section should be made in writing to the Colonial Treasurer.

3.—All tenancies will be reckoned from the first day of the month and no tenancy of less than one month will be recognised.

4.—One month's notice from either side to discontinue the tenancy must be given.

5.—The tenant is responsible for all damage to the section occupied by him, or for any damage caused by him or his servants to any part of the garage.

6.—The tenant is responsible for keeping the section occupied by him in a clean condition, and on vacating the premises will be charged the cost of cleaning and all damage other than fair wear and tear.

7.—No persons other than the Government caretaker will be allowed to reside in a garage.

The greatly increased number of motor lorries on our local roads has given rise to several new dangers. On a number of occasions lately, in the early mornings and evenings, we have noticed several lorries proceeding along steering a more or less erratic course in the centre of the road. When these lorries get closer the steering seems to steady up somewhat, and then we see the reason. The driver is a "makee learn" boy, a friend of the driver's presumably, and is in charge of the vehicle until it meets something. Then the real driver hastily grabs the wheel and holds it approximately straight. Probably very few of these pupils possess a learner's licence, but in any case, they should take their lessons in Happy Valley. Incidentally, we have never seen a learner driving a lorry in that special area.

Another thing about lorries is the number of people usually crammed in the cab. Frequently six or more men can be observed crowded in with the driver, who is supposed to be able to act quickly in the case of emergency. A regulation should surely be passed limiting the number of passengers allowed on the driving seat.

With all the new cars and cycles being sold in the Colony again arises the important point about spare parts. Only a few firms carry spares, whereas a number of dealers are still selling cars and cycles without providing for the possibility of spare parts being needed. It is certainly most annoying to be held up whilst a replacement is procured from overseas. Some local service stations can make marvellously ingenious parts, but naturally their scope in this direction is limited. It must be recognised that the world's successful cars maintain their reputation partly through the medium of a local small parts service, and manufacturers would greatly assist the motoring public (as well as their own sales dept.) if they insisted upon all their agents carrying the spares which are likely to be in demand—even if it means supplying them on a consignment basis.

Connecticut is rejecting a third of the applicants for license on grounds that they are incompetent. Since human nature never changes this doesn't speak very well for a third of those who were passed before the restrictions were introduced.

MOTOR NOTES FROM GREAT BRITAIN.

SEVERAL NEW MODELS.

The appearance of quite a number of interesting new models is notified by various well-known British manufacturers. Thus a recent addition to the Star programme is a sports car to be known as the 12-40 h.p. sports two-seater. This is a development of the famous 12-25 h.p. Star special chassis. The engine has specially light aluminium pistons and a higher compression ratio. A four-speed gear box is provided and Houdaille shock absorber equipment fore and aft. The body is boat shaped with a single dickey seat. The new model is practically the same as that which won the 75 m.p.h. Short Handicap at Brooklands at Easter.

While talking of sporting models, mention should be made of the fact that the team of Sunbeams entered for this year's Grand Prix will have super-charged engines in view of the remarkable results obtained in experiments recently conducted. Last year the Sunbeams which won the Grand Prix were not fitted with superchargers, but, as the rules permit their use, there is no reason for giving foreign competitors an unnecessary advantage this year over the only British entrants.

A very attractive new model is the latest creation of Messrs. Clement-Talbot Limited. This is a 16-50 h.p. six-cylinder chassis. The engine design embodies many principles which owe their existence to practical lessons learnt from racing, though the new chassis is intended for general touring work under a closed or open body.

Throughout the chassis practically all the working parts are enclosed and self-lubricated. As regards comfort, unusual freedom of vibration is secured by an extremely stiff crankshaft on seven bearings, great rigidity of the crank chamber, the employment of an effective form of damper, the adoption of immensely strong but exceptionally light connecting rods, and the internal machining of the combustion chambers whereby absolute equality of

volume of all cylinders is assured.

NEW 12 H.P. CARS.

Messrs. A. Harper, Sons and Bean are introducing a new model to supersede the 11.9 type. This will be known as the "Twelve" and it is almost a replica of the new famous "Fourteen" except as regards size. The engine dimensions are the same as in the new model's predecessor, but here the resemblance ends. A four-speed gear box is provided, with the right-hand change, and transmission is by a stout open tubular propeller shaft to a three-quarter floating spiral bevel rear axle. Two sets of brakes operate in drums on the rear hubs.

The A.C. Company has not the menace of the removal of British import duties on foreign cars by producing a new model 12 h.p. four-cylinder vehicle sold complete at the moderate price of £275. This including a coach built streamline two-seater body with a double dickey. The car is very completely equipped and the reduction of price has not been rendered possible by any sacrifice in the quality of the material or workmanship.

In the light car class I hear that next season's model of Hillman has been thoroughly tested under the worst road and weather conditions procurable, and that the makers are quite satisfied that it will support their old and high reputation.

The most unconventional new model is the "Westar-Colonial" built under the Australian "Marks-Moir" patents. This has a body constructed of "Conutia" plywood and forming a species of girder of immense strength. All the components are mounted from the body, there being no frame in the ordinary sense of the word. The engine is situated amidship and runs at very moderate speed, 1,000 r.p.m. corresponding to twenty miles per hour on top gear. The engine is rated at 12 h.p. but there is plenty of reserve power. The car has a four-speed gear box, a spiral drive to a full differential rear axle, and exceptionally adequate springing. The track is 4ft. 8ins., the clearance 10½ inches, and the petrol consumption about 37 to 40 miles per gallon. The price is no more than £250 ex works.

BE SURE THEY ARE MATES.

ADVICE REGARDING FRONT TYRES.

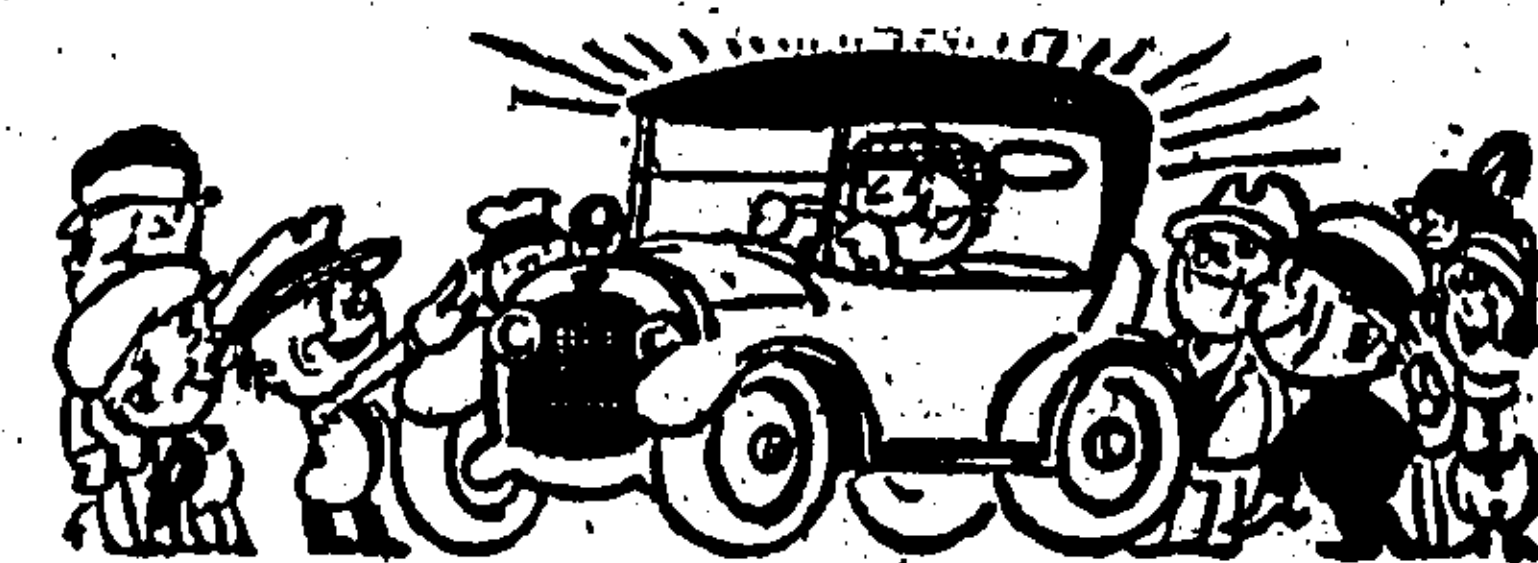
With so many types of tyres in vogue—oversize, extra oversize, giant cords, fabrics, semi-balloon, oversize balloon type and ordinary cords—the motorist must be careful to see that his front tyres are always mates.

It makes very little difference about the rear tyres, though if balloon type tyres are used both rear wheels should be equipped; so that the car will not look ungainly. Freedom from front wheel shimmy, or wobbling, has much to do with using front tyres of equal weight, cross-section and diameter.

CLUTCH NOT NEEDED.

GEARS CAN BE SHIFTED WHEN SPEED IS RIGHT.

Few drivers know that gears can be shifted without using the clutch. This will doubtless seem like fancy to the majority of those who drive, because even with a clutch, plenty of patience and years of practice, gear shifting is still in its infancy. Rather noisy, at that. The whole thing is a matter of having the engine at the correct speed for the gear change. The clutch simplifies matters and helps prevent the possibility of wrecking the transmission if the driver tries to shift at the wrong time.



That shiny PONTOP
has 'em all stopped!

PARK your car under one of our new tops—everyone will notice the improvement. It will add so much to your pride and comfort; that you'll say it's the best few dollars you ever invested. We build lasting tops out of guaranteed



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Some of the finest jobs in this city are our work. We never disappoint a customer in service or results. We can please you and we will.

The DRAGON MOTOR CAR Co., Ltd.

Telephone Central 3950.

33, Wong Nei Chung Road - - - Happy Valley

LET'S TALK TOP

IT MIGHT HAVE BEEN WORSE!



Thankful Motorist: "Thank heaven, I didn't land over there."

SHELL AVIATION SPIRIT

used exclusively on both

BRITISH WORLD FLIGHT

and

ARGENTINE WORLD FLIGHT

and from Rangoon to Constantinople
and also in Iceland & Greenland, on

AMERICAN WORLD FLIGHT

Just as SHELL AVIATION SPIRIT was successfully used on these flights, so all motorists who require the best results should insist on

SHELL MOTOR SPIRIT.

THE ASIATIC PETROLEUM Co. (S. C.) Ltd.

RADIO NOTES AND NEWS.

Provision for Big Station.

A recent issue of the *Manila Bulletin* reports:

With E. M. Bachrach of Bachrach Motor Company making a concrete offer to put up a station in cooperation with other individuals money needed for the construction of a £100,000 radio broadcasting station, all that remains to be done for Manila to have its station is adoption of an act by Philippine legislature assuring appropriation of adequate funds for operation.

At a meeting at the executive building representative government officials and business men discussed the plans in detail and a committee composed of Director of Posts Jose Topacio, Collector of Internal Revenue Juan Posadas, Jr., Chief of the Executive Bureau Ventura and General Manager Horace B. Pond of the Pacific Commercial Company was appointed to draft the proposed legislation on the establishment of a radio broadcasting station to be proposed to the legislature at the present session.

According to plans under discussion, the insular government would be able to recover its expenditure for the maintenance of the proposed broadcasting station by the fixing of a nominal tax on all receiving sets sold, the tax to be included in the dealer's selling price. Ultimate profit in the sale of receiving equipment could also be used to reimburse the capital invested in the installation of the station, it was indicated.

Bachrach placed before the meeting complete figures compiled by the Radio Corporation of America covering the installation and maintenance of a 500-watt Western Electric station which is now the type generally in use in the United States.

Every one of the 900 municipalities in the islands would ultimately have a receiving set equipped with a loud speaker. This could be installed in the presidencia facing the plaza and the people would be able to enjoy the constabulary band concerts broadcast from the Luneta.

Considerable stress was laid by those attending the meeting upon the many benefits which would accrue to the government and the people from the installation of the station. All government bureaus with any circulars or announcements could have a certain period of the day, so could the University of the Philippines in getting an audience, including all the high schools of the islands, for its important lectures, it was pointed out.

It is understood that Chief Ventura of the executive bureau is also investigating the possibility of installing local broadcasting stations in provincial capitals through which insular

news and circulars may be re-broadcast to the municipalities in the dialects. It is further understood that as a result of investigations made in the United States, Speaker Roxas is interested in securing for Manila a first-class station.

It was pointed out at the meeting that improvements in the manufacture of receiving equipment in the United States during the past year have eliminated the necessity for storage batteries and antennae. Receiving sets are much simplified and can be operated by any one after five minutes instruction using dry batteries. Among those present at the meeting was Mr. Osborne who recently installed a high power station at Macao. He stated that his station would soon put out high class musical programmes which could be re-broadcast from Manila and that he would be able to re-broadcast Manila programmes.

BOMBAY RADIO CLUB.

Wireless Progress in India.

Commander Nicholson, Director of Wireless, speaking at the Bombay Radio Club recently, said that it was not sound at the present moment to say that India would be properly served with a commercial radio service if it was worked entirely on "beam" stations. If the Company which had been formed was prepared to erect a super-station and four "beam" stations, they would serve India very well.

If the airmail scheme developed, they would have to erect somewhere near Bombay a very powerful station, as it was essential that airships should get into touch with a station in Bombay, and, what they really required was a station with which they could communicate as soon as they left England. They had their eye on a site and a certain amount of work had already been done towards planning such a station.

Dealing with wireless in India, Commander Nicholson said that Government was doing very little to help development and licensees were being cut down to an absolute minimum. They had, however, managed to get a good service working between Madras and Rangoon, which was carrying ordinary commercial traffic between India and Burma and was a great deal more satisfactory than they thought it would be.

NEW LICENSE.

Any Kind of Receiver Permitted.

A new and simplified wireless license can now be purchased at post offices for 10s, says a Home paper.

It entitles the purchaser to install any type of receiver, imposing no conditions in respect of marked apparatus.

The new license has been favourably received by the public, and it is anticipated that licensed listeners will soon number 1,000,000.

Lord Gainsford, the chairman of the B.B.C., anticipates a revenue of about £4,000 from next year's license fees and other sources.

HIGH POWER DISAPPOINTS.

Crystal Range is 238 Miles.

Experimental transmissions from 5XX, the 25k.w. "super" broadcasting station at Chelmsford, which began last month, seemed to have disappointed many people with crystal sets, says a London paper.

But many improvements have to be made, and in a few days the transmission will probably surprise those who have impatiently voiced their disappointment.

The maximum crystal range so far, says the B.B.C., has been 238 miles—at Ferry Hill, Durham. Safe crystal reception appears to be possible up to a range of 100 miles. With more complicated apparatus the station has

been heard up to ranges approaching 1,000 miles.

Listeners are invited to note the strength of signals at different times of transmission and to report to the B.B.C. on modulation and other details. The B.B.C. are particularly anxious to receive reports from crystal users about 100 miles from 5XX.

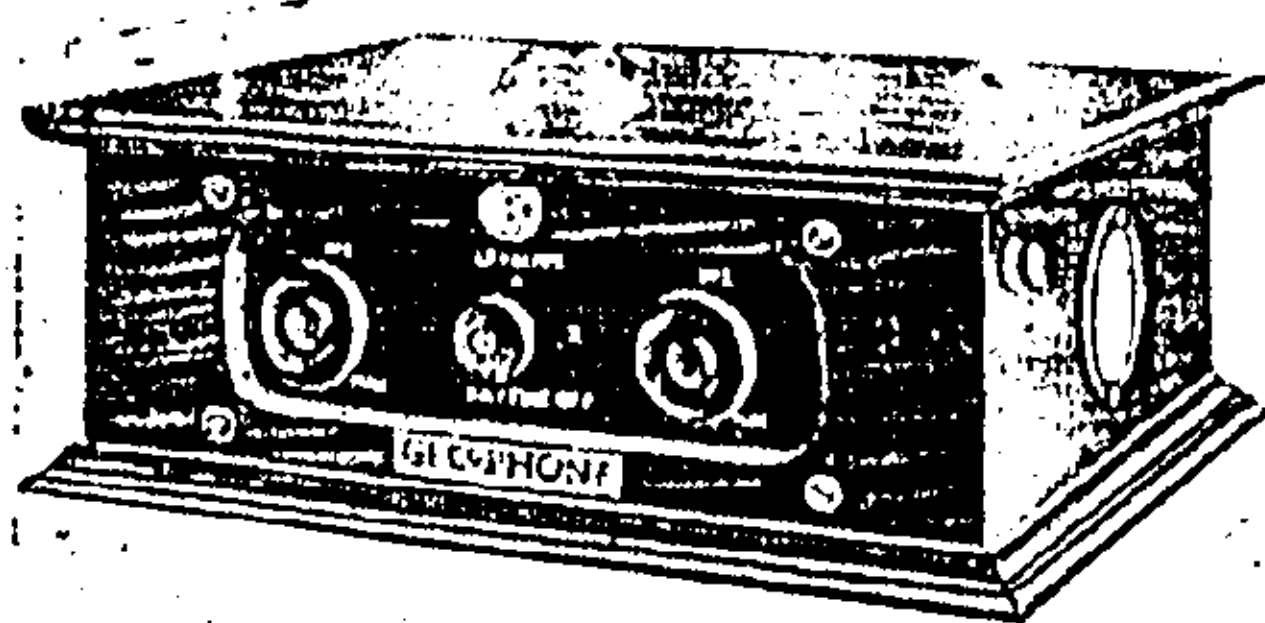
I should advise listeners in not to tamper with their sets in order to increase the wave length range until it is definitely announced that 5XX is to be a permanent station.

DICKENS OLD ISSUES.

After an opening bid of £500, a "Pickwick" complete in the original parts as issued in 1836-37, was finally knocked down to Mr. C. J. Sawyer, Grafton-street, London, for £1,400, recently at Sothby's. This is a record price for a "Pickwick." It is the finest and "purest" copy that has been found for many years. It was in the library of first editions of the late Mr. Buchanan MacCormac, of Glasgow, which was being disposed of. "A Tale of Two Cities" (1859) was sold for £78, and "Great Expectations" (1866), privately printed, of which only two or three copies are known, was bought by Mr. Walter Spencer for £132.



GECOPHONE



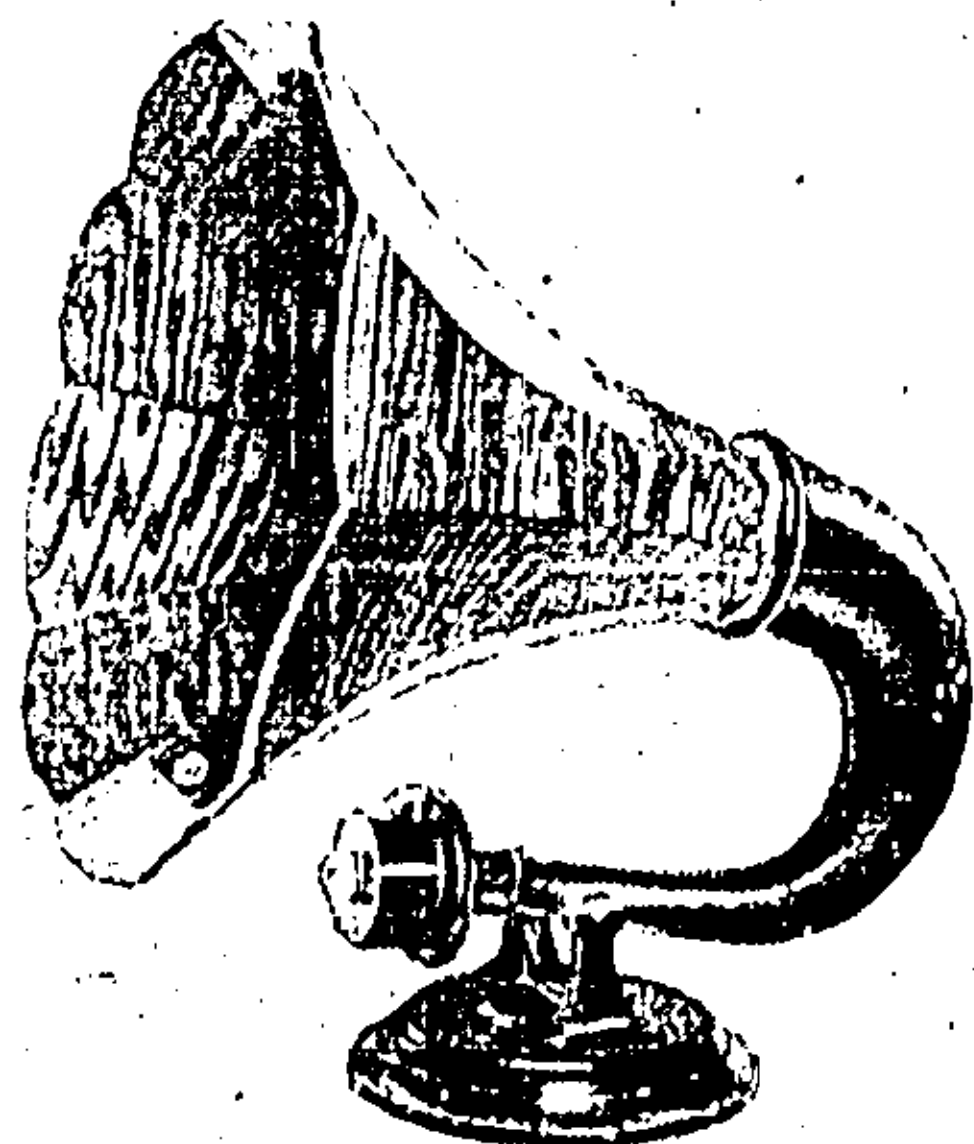
TWO VALVE AMPLIFIER.

THE SINGLE & TWO VALVE AMPLIFIERS

CAN BE USED WITH

GECOPHONE

CRYSTAL OR VALVE RECEIVING SETS.



BC 2620, LOUD SPEAKER

\$48.

THE GENERAL ELECTRIC Co.,

OF CHINA.

QUEEN'S BUILDINGS,

HONGKONG.

CROCODILE AT LARGE.

Roams Decks of Steamer.

After landing 44 cases of animals, birds and reptiles at Southampton, the crew of the steamer Sultan have heaved in unison a sigh of relief.

The "cargo" has been sent to the London Zoo by Captain Armitage, Governor of Gambia.

During the voyage one of the crocodiles broke out of his box and began roaming the decks. It was not until he had received a powerful blow on the nose that he was convinced that he was safer in his box.

A big crane was included among the birds, and the sailors used to gather round its cage to admire the splendid specimen.

One day, however, the crane, resenting the overtures of a persistent admirer, pecked out the man's eye. It had no further admirers during the voyage.

The collection, which is a very valuable one, includes some rare specimens of spotted hyenas.

DARING NIAGARA FEAT RECALLED.

The days of Blondin and tight-rope performers are recalled by the announcement in mail week of the death at the age of 80 of Andrew Jenkins, who rode a bicycle on a rope over the Niagara Gorge in 1869. Mr. Jenkins, who was almost blind, was born in England.

CENTENARIAN FAMILY. Mr. William Mundy Snow, of Bampton, Devon, celebrated his 100th birthday recently. One of his brothers was nearly 101 when he died, and a cousin, Miss Emily Bond, died in her 101st year. Mr. Snow held a commission in the Devon Yeomanry for 25 years.

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in good quality Gabardines with Silk Sleeve Lining.
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From \$14.50

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From \$25.00

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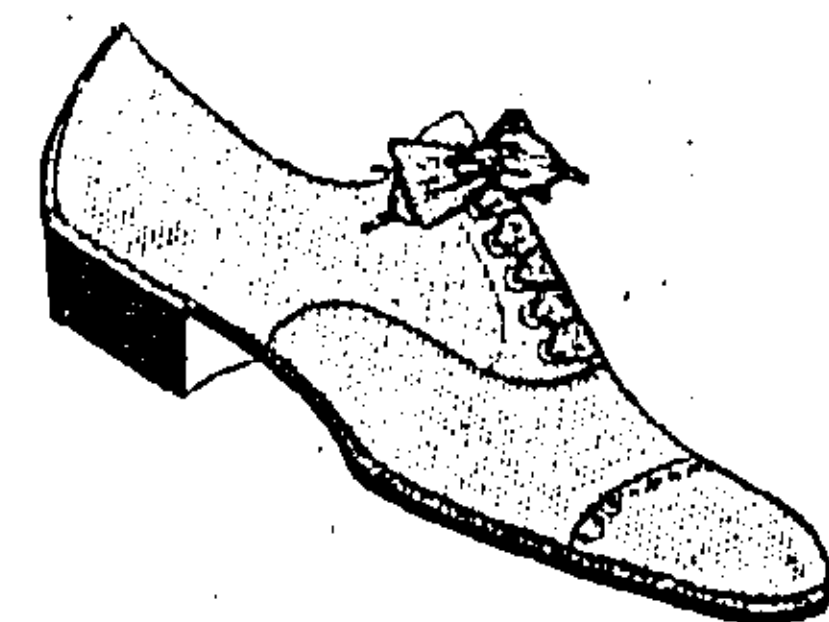
Gentlemen's Tailors and Outfitters.

HONGKONG HOTEL BUILDINGS—PEDDER STREET.

Keltic

SHOES

FOR MEN.



Brown Calf Oxford. Made on a smart medium last \$18.50

THE SECRET OF KELTIC SUCCESS:

"KELTIC'S" are made in Britain to fit the British foot, to please the British taste, to meet every requirement for good form and GOODWEAR.



Brown & Black Brogue Shoes. Stylish but Hard Wearing... \$18.50

We have just unpacked a new shipment of "Keltic" Boots and Shoes in Black and Brown Calf, Glace Kid, etc. "Keltic" Footwear is Guaranteed Solid Leather throughout and at a popular price.

Wm. Powell, Ltd.

Sole Agents for "Keltic" & "Bective" Shoes.

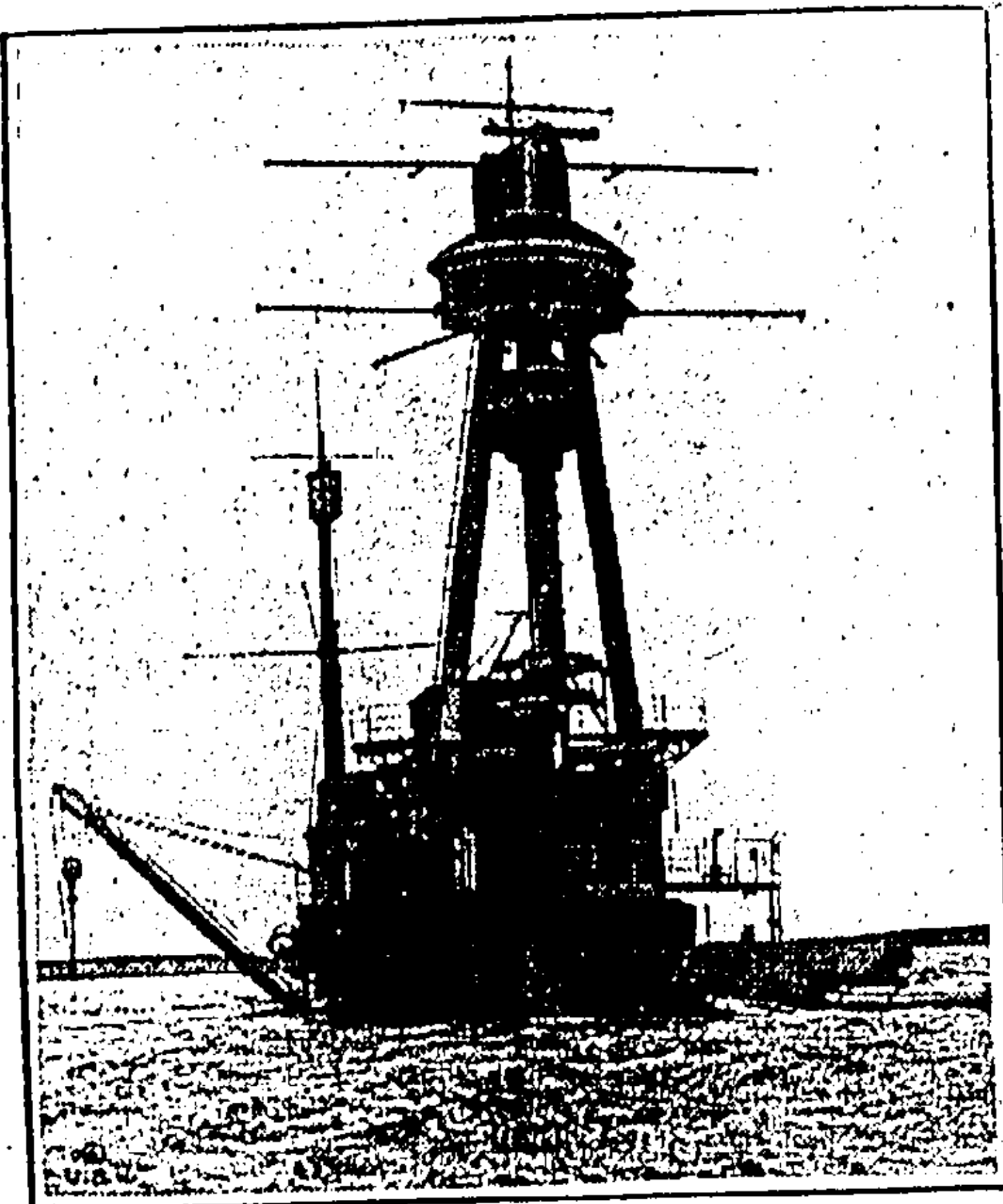
HONGKONG HOTEL BUILDINGS—PEDDER STREET.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 23rd. AUGUST, 1924.

SUNKEN GERMAN FLEET.

Big Project to Raise Vessels.



FLOATING THE GERMAN BATTLESHIP "HINDENBURG" FOR SALVAGING AS JUNK

London, July 20.—To spend £50,000 on the offchance of getting great piles of scrap iron and scrap steel from the bottom of the sea looks like risking a lot of money. But Messrs Cox and Danks, marine engineers of London, are taking the gamble on what promises to be the greatest sea-diving and ship-salvaging feat in the world's history.

The job which the London firm has set for itself is nothing less than raising from the murky

waters of Scapa Flow the once mighty German battle fleet. When fished up, all it will be good for will be to tow it to shore, break it up and sell it as scrap. And if the market is good, there is lots of money in scrap.

Five years ago, in compliance with the terms of the armistice, the German battle fleet steamed into the great harbour in the Orkney Islands to the north of Scotland. British and American battle fleets were on hand to receive them.

The allied vessels had guns an even keel and float her ready in case the Germans normally tried a last-minute act of desperation, but everything passed off peacefully.

Then on June 21, 1919, the world was startled by the news that the Germans the night before had scuttled almost their entire fleet. Seven or eight battleships, five battle cruisers, eight light cruisers and 50 destroyers were sunk. They have been lying there rusting ever since.

Messrs. Cox and Danks have a preliminary contract to raise 24 torpedo boat destroyers and two of the biggest battle cruisers, the Hindenburg and the Seydlitz, each of 27,000 tons. For this purpose they bought from the British Government the great German floating dock which was used for submarine repairs by the Germans.

FIRST JOB FOR DEEP-SEA DIVERS.

This dock was cut in two, thus forming two pontoons, each over 200 feet in length and each fitted with workshops, electric power generating plants, an air compressor and gear used in ship-salvaging work. Powerful cranes have also been installed. When all is ready the twin pontoons will be placed on either side of the vessel to be raised.

The first job is that of the deep-sea divers. They will go down into the hull of the vessel to be raised and systematically stop up every hole in her from hatchways to the sea-cocks which the Germans opened in order to sink the ship. Metal patches, concrete and wooden blocks will be used in this work of patching holes.

Cuts will then be made in the various decks of the vessel and powerful electric pumps will be lowered. These are capable of ejecting 5000 tons of water an hour. The object is, of course, to empty the vessel of water so that she will start rising by her own buoyancy. Once this starts, the wreck will be taken at each tide to shallower water until it is found possible to keep her on

an even keel and float her normally.

This is the operation that will be performed on the Hindenburg which settled upright, her funnels and topmasts even now extending well above the level of the sea.

The Seydlitz, which is lying on her side, presents a different problem. She will not be pumped out until by combined action of tides and pontoons she is dragged to shallower water.

GIANT SEAWEED HINDERS WORK.

In working on the various ships the 12 divers now employed have encountered a monstrous seaweed hitherto unknown in these waters. Its stalks are as thick as a man's wrist, have leaves 18 inches wide and trail 15 feet in length. To get at the portholes it was necessary for the divers to slash their way through this veritable submarine jungle.

If the firm is successful with its first job, it may tackle the rest of the German fleet. It is estimated that it will take at least eight years to clear the harbour of all sunken ships.

SPORTS PARS.

Interesting World Items.

Sam Langford, the one-time famous black boxer, has been appointed gymnasium instructor in Chicago. He has lost the sight of one eye.

J. V. Richardson, the Rugby player, looks like securing his cricket blue for Oxford. He had hard luck in not getting the honour at "Rugger."

H. M. Abrahams attributes his success at the Olympic Games to the efforts of his trainer, S. A. Musabini, whom he calls the "greatest trainer of sprinters in England." The Americans have dubbed Abrahams "the Cambridge cannon ball."

Parkin, the Lancashire bowler, is by birth a Durham County man.

A profit of £2000 was made by Third Lanark over their trip to the Argentine last summer. But for that the club would have been over £3000 out on the season.

Third Lanark had a loss on the year of over £1100, and there is a balance to the bad against the club of £3760.

The South African cricketer, Nourse, is a Surrey born man. He is 46 years of age, and is not one of the two-old-at-40 brigade.

Scotland has never had a swimming world champion. The progress shown lately by the ladies looks promising for the future.

Miss Suzanne Lenglen, the lawn tennis champion, is suffering from jaundice, according to the Paris *Matin*.

H. B. Stallard, the A.A.A. mile champion, is in good form. He recently did a half mile in a relay race in 1 min. 59 secs.

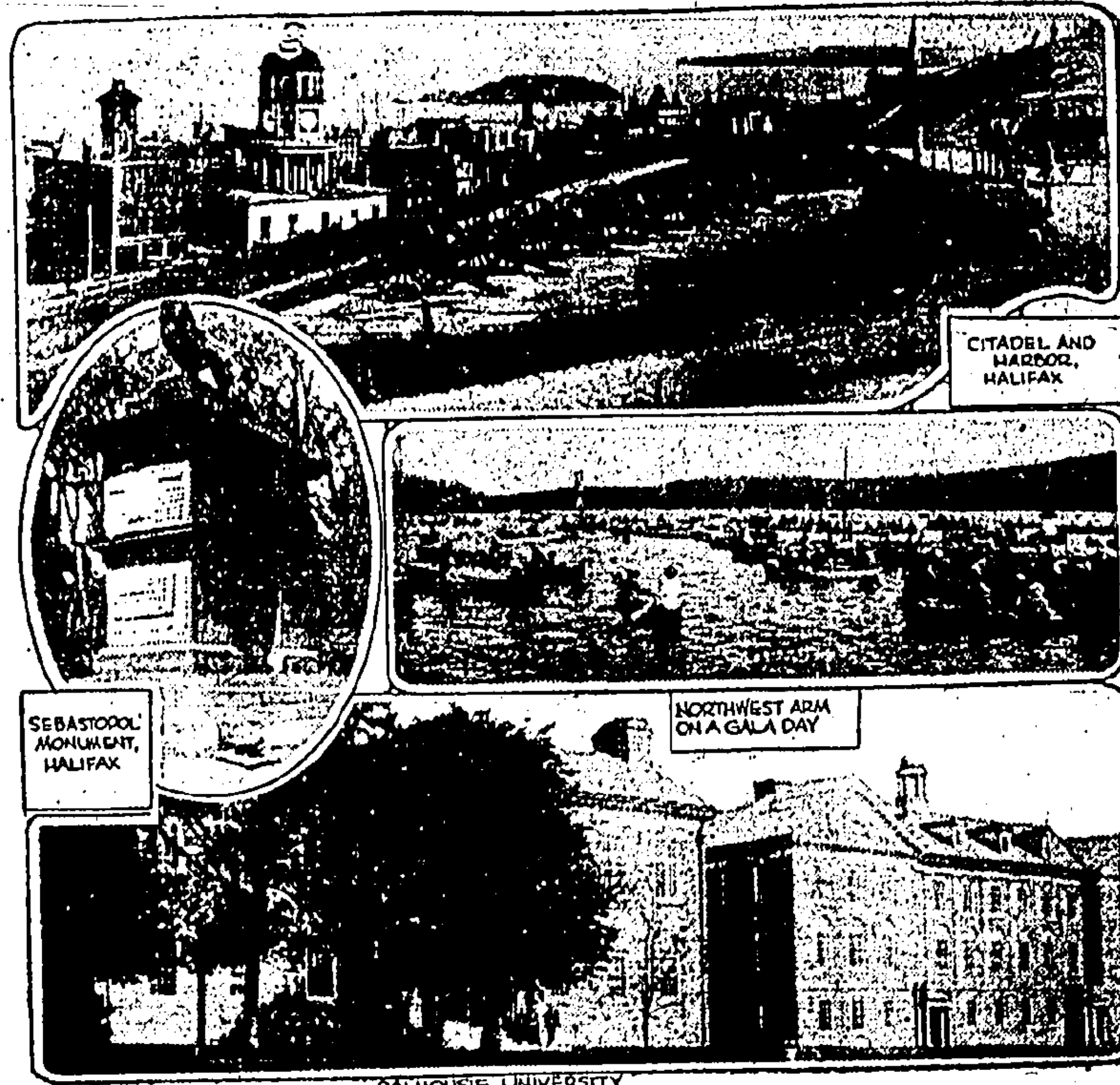
Lord Rosebery has given a donation of £5,000 for the acquisition of a sports ground for London University. He is Chancellor of the University.

Suffox C. C. have given £101 as a first instalment to the benefit fund for the widow and child of their late wicket-keeper, George Street, who was recently killed in a motor accident.

The Lancs County Cricket Club may next season have the permanent assistance of Macdonald, the Australian fast bowler, who is at present fulfilling a League engagement with Nelson. Negotiations are proceeding between the county committee and the League club, and in the meantime Macdonald will continue to assist the county of his adoption in their mid-week engagements and he may be included against Yorkshire.

THE PORT OF HALIFAX.

Celebration of 175th Birthday.



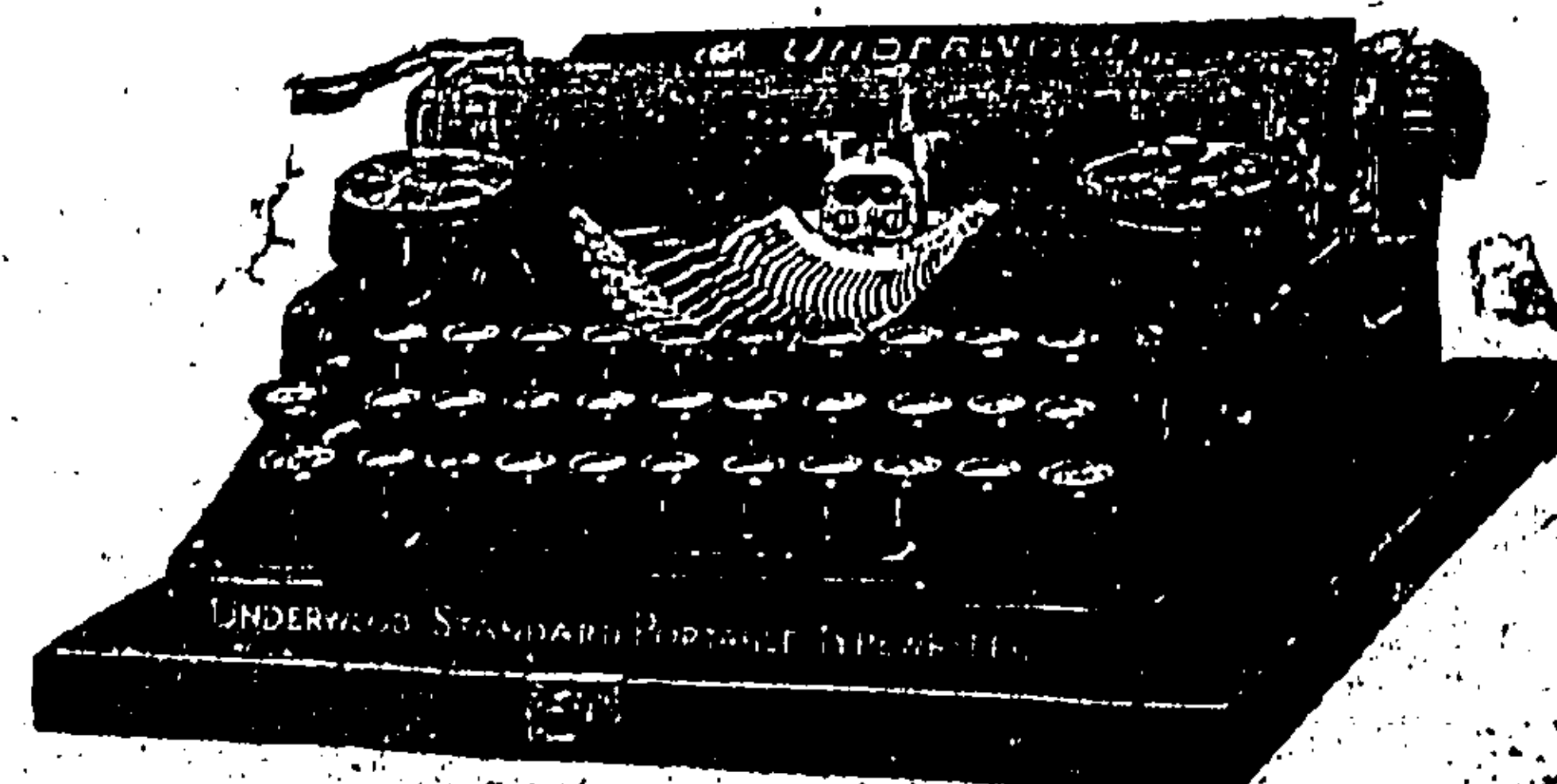
One hundred and seventy-five years ago, Colonel, the Honourable Edward Cornwallis, twin-brother of the gay Archbishop of Canterbury, and uncle to Lord Cornwallis who surrendered to the Washington at Yorktown, sailed His Majesty's ship "Sphinx," followed by her tall, wooden sisters, "Merry Jacks," "Fair Lady" and eleven more, into what is to-day Halifax harbour. The first fortnight of August has witnessed a carnival celebration in honour of Halifax's 175th birthday. A replica of the "Sphinx" sailed into the harbour and the landing of Cornwallis and his crew was reenacted along the shores of Point Pleasant Park. It was impossible to anchor where the original Sphinx did, as a mass of piers belonging to a great oil industry, now covers that part of the harbour.

Clad in the picturesque costume of 1749, the impersonator of the founder of Halifax, stopped ashore with his entourage and, joined by the waiting throng, proceeded to the grounds of Dalhousie University. There a pantomime proved to be a Citadel City and a fortress for Britain's establishment on this continent, took place.

Many entertainments were planned for the carnival week; yacht races, regattas, horse races, athletic contests and military manoeuvres were some of them. The carnival coincided with the visit of the British world-squadron of warships, and also the finish of an international yacht race with 17 entries, from New Rochelle to Halifax.

THE UNDERWOOD PORTABLE.

"The Machine you will eventually carry."



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DODWELL & Co., Ltd.

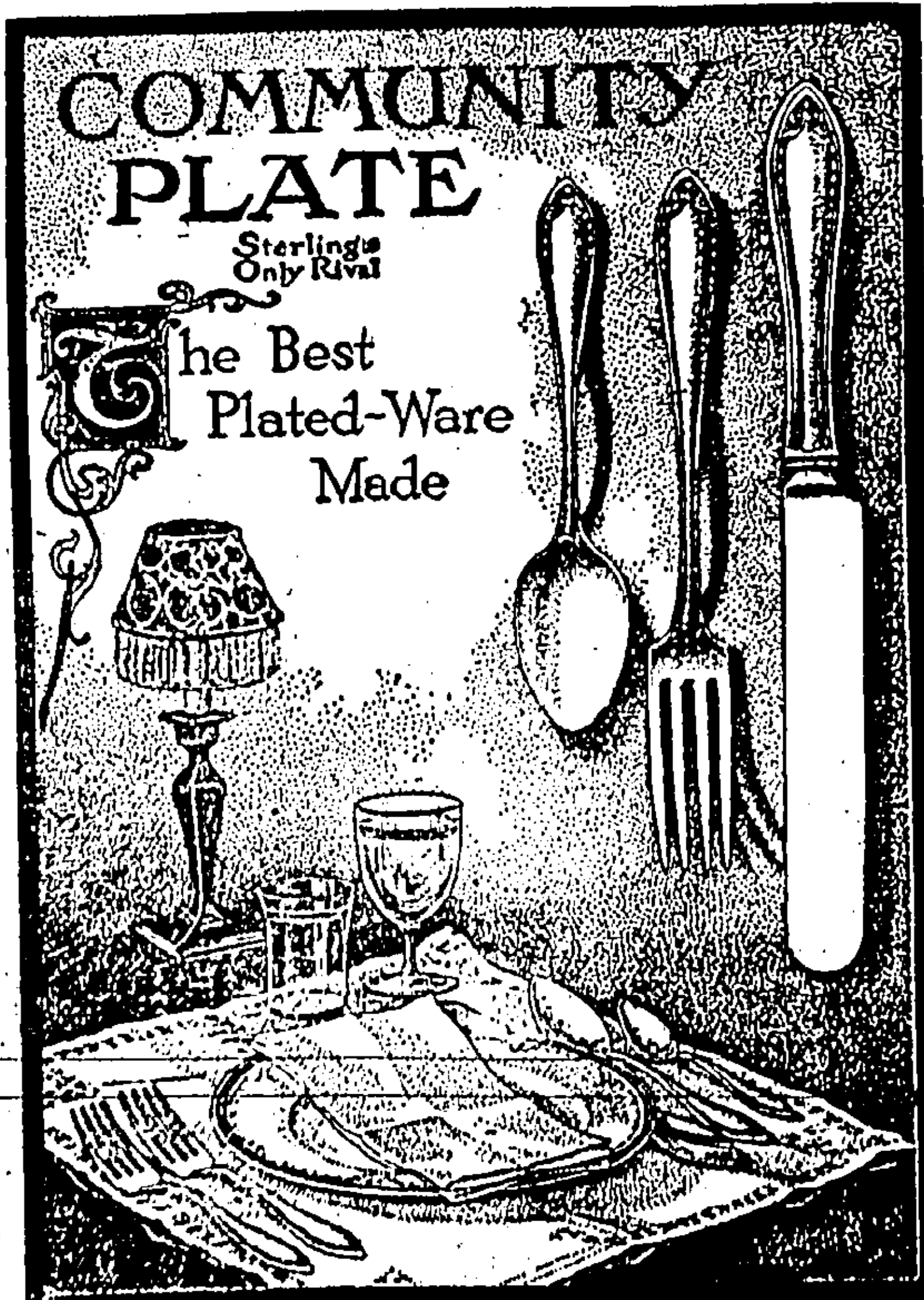
Telephone C. 4689.

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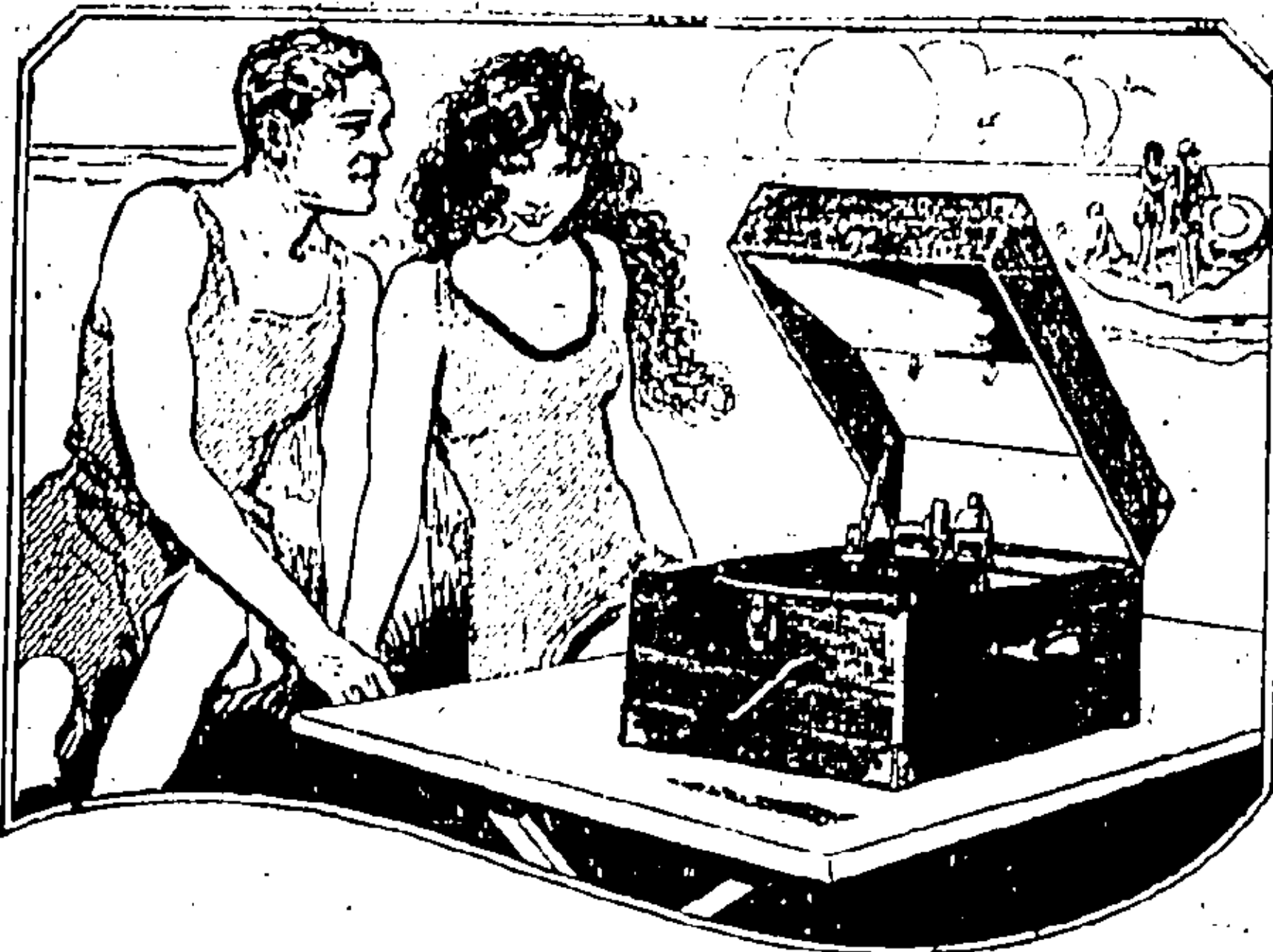
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FANCY PLEATED FRONTS... 7.50
FANCY PLEATED SOFT DOUBLE CUFFS... 7.50

DRESS COLLARS

"THE VARSITY" round wing... \$1.75 doz.
"THE LANDFORD" square wing... 4.75 "
"THE REFORM" large square wing... 4.75 "

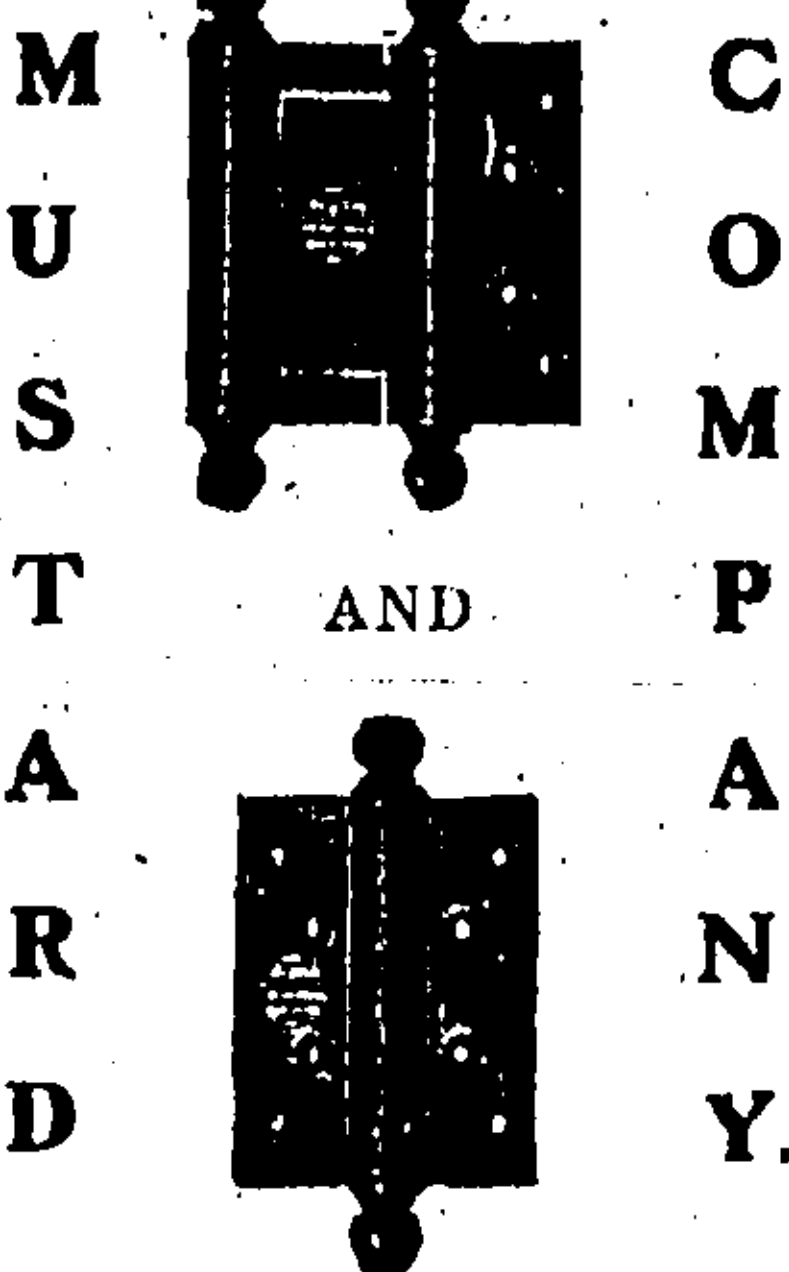
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LEATHER, PUMP OR LACE... \$14.50 pair.

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CHICAGO
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DISTRIBUTORS.

17, Crossways Road, Central,
Tel. Central 1186.

The Telegraph.

HONGKONG, 23rd Aug., 1924.

CANTON'S BOLSHEVIKS.

When, some two years ago, this journal made certain disclosures suggesting that Dr. Sun Yat-sen was anxious for official intercourse with the Bolsheviks, the charges were hotly resented and the idea of his being attracted by Communist doctrines was ridiculed. Time, however, is more than confirming the suspicions then engendered. Little by little the facts are becoming known: until to-day there is no secret about such circumstances as Dr. Sun's very close and personal contact with the Russians. There is at present stationed in Canton a representative of the Moscow Government, and, what is more, there are Russian military officers engaged in his service. Indeed, reports state that the new Military College at Whampoa is subsidised by the Russians to the extent of many thousands of dollars monthly; and we know that a deal of Russian propaganda has been going on amongst the troops in Canton and on the several fighting fronts in various parts of the province.

Naturally in such matters as these a deal of secrecy is observed, and we have no doubt that these pointers represent only a tithe of what has actually taken place in the relationship between Dr. Sun and the Russians. During recent times, the Sun Yat-sen regime has displayed decided Bolshevik tendencies in its rule, and its flirting with "nationalisation" ideas involving the over-riding of individual rights is too well-known to need any emphasising. Now come reports of the creation of a Workers' Army, for equipping the members of which it is possible that use will be made of the weapons seized from the S.S. Hav. Reports have even been in circulation that Dr. Sun has threatened to make use of armed labourers to turn merchants out of their premises in the event of general strike occurring. That, of course, would be Bolshevism of the most extreme character—a fact which would not probably worry Dr. Sun and his followers so long as they were able to attain the ends they have in view.

Is it any wonder, in face of developments of this character, and of others which we may have occasion to comment upon later, that the commercial class

in Canton is anxious and determined to defend its own interests? We say in all seriousness that if some stand is not made against present tendencies in official circles in Canton, disaster will fall upon that city and the whole province. The lessons supplied by Russia, whose people have suffered untold losses and misery, surely cannot be overlooked. South China is threatened with a like fate. The forces of law, order and constitutionalism must stand together and present a united front if this part of China is to be saved from Bolshevism.

Feminine China.

We published, yesterday, a charming and very sympathetic description of feminine China of the present decade, by an English lady who had gained some of her impressions at the Chinese Recreation Club in Hongkong. This article had a leader page position in one of the big London dailies, and that shows how great and continuous is the interest of the British public in things Chinese, especially the changes which are now manifesting themselves. There is perhaps nothing so potent in the moulding of the character, even the future, of a nation, as the influence of its women. We see how much the famous women of past centuries have accomplished in countries where they had perfect liberty and equality with men. Even conservative China, with all the restrictions which were placed of old on the women-folk, has had, where high birth gained special privileges, its famous women, historic figures who possibly altered the destiny of the nation. When the Chinese commenced to follow Western ideas all of a sudden, crowding the experience of decades into a few years, there were not wanting those who prophesied disaster, but in many things, and especially where the women are concerned, those gloomy prophecies have been confounded. The writer we quoted yesterday, referring to the clash of the old with the new, asked: "How will the two be reconciled, and at what human cost?" That is the old question in a new guise, and we think it has already been answered, and that satisfactorily.

Clopen Hoof.

Any who doubted the Soviet's ability to continue its anti-British propaganda, despite the protestations of friendship which have been delivered and the specific undertakings by Moscow to refrain from such provocative action, have the best answer to their doubts in the latest news from Afghanistan. We have the spectacle of deliberate calumnies levelled at the Government with which the Soviet authorities recently signed an agreement designed to sweep away the enmity of past years. How much that pact is worth might perhaps be gauged from the present evidence of intrigue. It has always been the ambition of the Bolsheviks to stir up trouble in the Asiatic possessions of the European Powers, and as far as Britain is concerned, most of the propaganda has been levelled at India. Afghanistan, forming the roadway to that gem in the British Imperial crown, naturally has become the object of special attention. Even in Czarist times the chief anxiety of the administration in India was the menace of Russian intrigue. Last year, the Soviet failed in an attempt to convert the bulk of the Afghans to its principles, so this time it may be that two birds are to be killed with one stone—the Amir is to have a taste of revolt in his territory, and Britain is to suffer antagonism from a powerful neighbour. The worst form of insidious propaganda is exemplified in the charge made by the Soviet agents that Britain has fomented the Afghan pretender's revolt; and from what has gone before, it is not difficult to discover the probable source of the whole trouble. The cloven hoof shows too clearly for one to remain in doubt.

TYPHOON WARNING.

A message received from Manila at 4.20 p.m. yesterday states that there is a typhoon in about Long 121 and Lat. 16, moving W. N. W. This shows that the typhoon is crossing Luzon, and if it continues on its present course it should strike near Hailow.

DAY BY DAY.

I LOVE MY RELATIONS, FORGIVE MY FRIENDS, AM INDIFFERENT TO MY ENEMIES AND ENVY NOBODY. — Mrs. Aquiluh.

A man was killed by lightning whilst looking after a flock of ducks at Sokumpo, Sheungshui, in the New Territories, on Thursday.

New Kowloon Inland Lot 615 is to be sold at the P. W. D. offices on September 1st. The area is 4,800 feet and the upset price \$480.

The marines and bluejackets who were sent to the Shamoon a few weeks ago in connection with the strike returned to the Colony yesterday.

The silk which left here by the P. & O. s.s. Malwa on the 26th July was delivered in Marseilles on the 22nd August 4 p.m.—a transit of 27 days.

It is proclaimed by order of His Excellency the Governor in Council that the Dutch East Indies is a place at which an infectious or contagious disease prevails.

The following officers of the East Surrey Regiment have been promoted:—Capt. J. F. Drake to be Major; Lieutenants E. J. Cooper and G. W. Kennedy, M. C., to be Captains.

Two coolies were injured in an accident occurring on the Shaikwan Road yesterday, when they were knocked down by a taxi. They were taken to the Government Civil Hospital.

To the list of medical practitioners have been added the names of Dr. Li Tsao Yiu and Dr. Sheik Abdool Majeed Sopher, both Bachelors of Medicine and Bachelors of Surgery of the University of Hongkong.

Two building lots at Castle Peak are to be sold at the Pingshan Land Office on September 4th. One has an area of 10,400 square feet (upset price \$104) and the other is 0.24-acre in extent (upset price \$27). A sum of \$6,000 must be spent on each lot in rateable improvements.

At the Marine Court this morning, before Lieut-Comdr. G. F. Hole, four mistresses and two masters of junks were fined \$5 each for mooring inshore during prohibited hours without a permit. Three masters of trading junks were each fined \$10 or ten days in default for failing to exhibit regulation lights. All pleaded guilty, adding that the strong wind caused their lights to blow out.

The maximum penalty, six months' hard labour, was passed by Mr. E. W. Hamilton at the Kowloon Magistracy this morning, on Tang Kin, described as an unemployed silversmith, who was charged with being a member of an unlawful society. After reference to Stanton's Works on Triad Societies, his Worship, as stated, imposed the maximum penalty. Prisoner had been previously convicted for demanding money by manacles.

Mr. "Willie" Fraser was the recipient of a loving cup and clock, both suitably inscribed, at a farewell gathering of the staff of the Hongkong Electric Co., Ltd. at their Recreation Club last evening. Mr. H. W. Pelley, in a short speech, very feelingly expressed the regrets of all present that Mr. Fraser, after 10½ years with the Company was now leaving. Mr. Fraser suitably replied, thanking all for the gifts and reciprocating the wishes of good health and luck.

Local residents will be pleased to learn that Messrs. Lane, Crawford, Ltd., have now made arrangements for the importation into the Colony of fresh fruit and vegetables from the United States, these including oranges, apples, canteloupes, peaches, lettuce, potatoes, etc. The first consignment, which came to hand by the S. S. President Grant, was in fine condition, and it is hoped to have weekly supplies in future, these arriving here in cold storage. Only the very best of fruit is contained in the consignments.

Bulls and Inners

□ □ From the Office Butts. □ □

We understand that there is no truth in the rumour that people who let off fireworks on Monday night at Magazine Gap, received permission from the Hon. the Colonial Secretary to shroffs away.

Of course, some Poakites imagine they're the "big noise."

Compared to the alarming speed with which this work is being completed, the Astor House lift just about represents greased lightning.

According to the contractors, these P. W. D. men spend far too much time looking into bars.

If it wasn't for some of these dark horses, lawn bowls in this Colony would be a much brighter game.

In order that local business circles may not be confused by the discovery of another school of sharks outside Hongkong, we understand that "Brokers' Alley" will in future be known as "Aquarium Avenue."

Some of our Hongkong lads should remember that a girl isn't necessarily an angel because she is flighty.

One thing about our thermometer, it is never low enough to be vulgar.

A Hongkong pig-roaster has been fined for carrying on an offensive trade. Wonder what Charles Lamb would have said to that?

"Her Temporary Husband" is the title of a new cinema film. These Shanghai men are always being found out.

This week's cables say Germany is settling down. We're now waiting to hear she has begun to settle up.

There are complaints of a Match Trust in Japan. Wonder how this will strike the public, and whether they will wax wrath over it?

Lots of our optimists are just too lazy to be otherwise.

The straight and narrow path in Hongkong is wide enough for its traffic.

Women as a rule have rotten memories, but they never forget the men who say something nice about their clothes.

Why worry about verandahs? Look at the number of shady people we meet every day.

"Explosive Lemon Peel" reads a heading in the South China Morning Post. This must be a new method of putting a "kick" into lemon squash.

Rather exciting when taken with one's fish. Besides making an awful mess of the place, it might bloat bits.

A nice neighbour is better than a good Governor.

Some owner-drivers are very economical. That's the way you see so many cars these nights standing with their lights out.

A kiss is as good as a smile.

This Shamoon affair reminds us that thinking twice before you speak is better than speaking twice before you think.

The best of the fun listening to those popular songs is trying to remember where the tunes were stolen.

A Hongkong correspondent to the N. C. D. News wasn't blind although he couldn't see any use for cotton stockings.

Some folk are always looking for trouble.

"Growing Grass in Man's Face," reads a heading in the Daily Press. Must have been a woody individual.

Suppose his wife labelled him with a little "Keep Off the Grass" sign.

Although moustaches do not suit every face, we should say that his would be all the better for a "mow."

We can only suppose the Moslems' Father Froese have received permission from the Hon. the Colonial Secretary to shroffs away.

If we had fewer big deals, our houses would be cheaper.

Progress, according to the K. R. A., consists in finding new things to worry about.

Motorcars, like individuals, go much faster down hill.

Our peanut crop comes along just when baseball is almost over.

"It is rumoured in usually well-informed circles that an interesting announcement is likely to be made shortly regarding the Duke of York accepting the Governorship of one of the Dominions at no distant date." Pity he couldn't come to Hongkong and give Betty a chance to see some of her friends!

Our local Champions seem to be going swimming.

"The Grandson" in ten rods is advertised. Some people have no sense of shame.

If these fisher folk continue to expose their lights, the market butchers will be the next to complain.

A contemporary advertises "Germs of Chinese Literature." Book worms, we presume.

They're now having sanity tests for motor speeders in the States. Hongkong must wait until the new asylum is built.

Judging by the headline in a local contemporary, a convent garden is not as peaceful a place as we thought it was.

The Theosophical Society told each other last Wednesday about the "Condition of Life after Death." What we want to discover is whether the wife will demand a pair of new wings after every pay day.

On Monday we're due to have the seventh Canton Crisis this month.

It will be 1926 before a British baseball team can take the field. In the interim, arrangements have been made whereby prospective players can get used to the flavour that lasts and acquire a suitable vocabulary.

What was the "Whispered Word" at a local cinema this week? Rotten.

Our diplomatic corps looks more that way than diplomatic.

The names of these new liars should come in handy for identifying the ponies next year.

The Silver Wolf is Champ(k)in.

Except that it was too hot and the sun too glary, the weather was ideal for last Monday's Band Concert.

An old lady who heard "the famous Zimballist" was to visit Hongkong declares that she has never cared for the Zimbals as a musical instrument.

The Australian Minister for Mines is a teetotaler. One would have expected him to be a judge of quarts.

As a hot weather "tip" for Hongkong (!) the China Mail suggests paddling. As a cold weather "tip" for the Arctic Regions, we suggest that the Eskimos dispense with electric fans.

Sugars are still a little sticky.

There is no truth in the story that Mr. Claxton is of the opinion that the Lawn Bowls League will have to be carried forward to next year.

We are all in favour of some of our boys having a short chain with a nice block of concrete at the end of it.

They're having another Laocoön celebration in Royal circles.

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For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
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ROOSEVELT STEAMSHIP CO.**

New York—Japan—Shanghai—Hongkong—
Philippine Islands—Straits Settlements—Java
—India—New York.

Fleet.—S.S. "SILVERLEAF" leaves here about 1st Sept.
S.S. "CHINA MARU" " " " 5th, Sept.
S.S. "SILVERBIRCH"
S.S. "SILVERPINE"
S.S. "SILVERCEDAR"
S.S. "SILVERLARCH"
S.S. "SILVERASH"
S.S. "SILVERFIR"
S.S. "ITALY MARU"
S.S. "NORWAY MARU"
S.S. "RHEIN MARU"

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Mitsubishi Shoji Kaisha, Ltd.
Agents.

Telephone Central 235, 331 and 1,377.

COLUMBIA NEW-PROCESS RECORDS

"YEOMAN OF THE GUARD"

317 I HAVE A SONG TO SING O.
LIKE A GHOST HIS VIGIL KEEPING
338 WHEN A WOOPER GOES A WOONG
STRANGE ADVENTURE

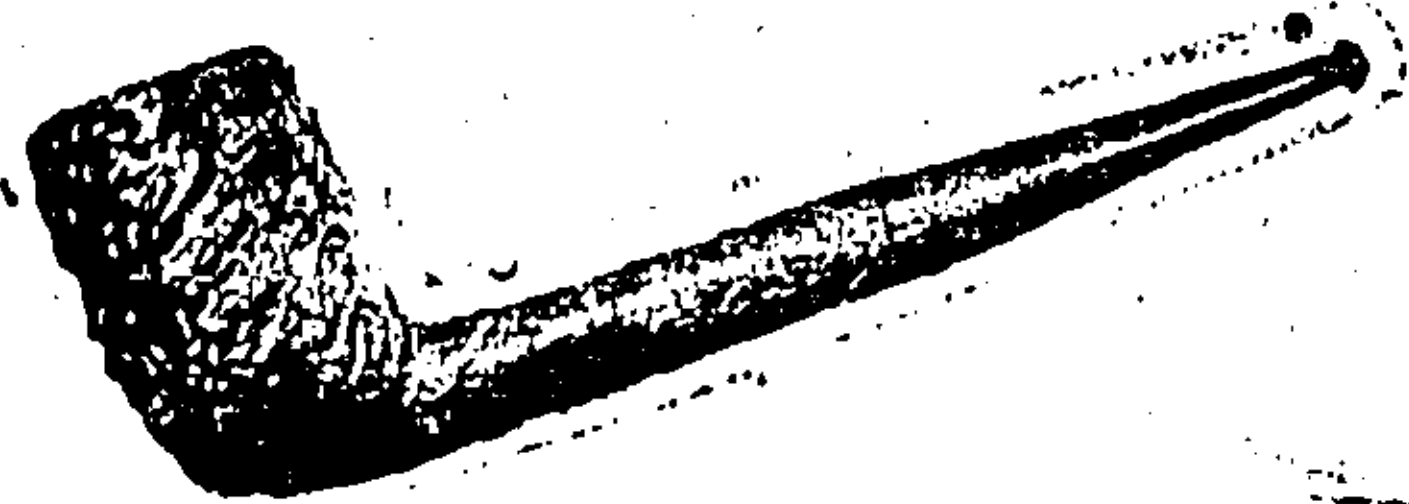
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ROBT HOWE, AND QUARTETTE.

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We specialise in Pipes of leading patterns,
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The KING of Water Paints

It's Sanitary, washable, and high disinfecting
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Handled by all Contractors and Painters.

Write for our Brochure on "How to decorate your
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SHIPBUILDING MATERIALS, SHIP CHANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116, 25, WING WOO ST.
Central.

INVISIBLE LIGHT.

Some Marvels Described.

The very latest way of track-
ing germs is by means of "in-
visible light."

This is a most remarkable
achievement of science which
has already yielded a great vic-
tory—that arch-criminal the
germ of foot and mouth disease
having at last been run to earth,
says a writer in a Home paper.

The secret of invisible light—
that is to say, ultra-violet light—
lies in the fact that it possesses a
very short "wave-length." Thus,
by a law of refraction, the lenses
in a microscope through which
this form of light is passed "see
bigger." A mouse viewed—were
that possible—by this light,
through a quartz lens, would look
infinitely bigger than an elephant
as big, indeed, as the prover-
bial mountain.

By means of it, germs so small
that they can pass easily through
the "pores" of a piece of fine
porcelain, can be brought into
sight and photographed. Big-
game photography falls into com-
parative insignificance beside
this tremendous achievement.

LIGHT THAT IS DARKNESS.
Unhappily, as has been said,
ultra-violet light is invisible. It
is not light at all; it is darkness.
And so these magnified germs
cannot be seen by the human
eye.

The eye of the camera is more
accommodating. It can, as
most people know, detect the X-
ray and the ray of radium (both
invisible to human sight). It can
also detect ultra-violet rays.

Thus, though we cannot our-
selves see these denizens of the
bacterial jungle, we can, by fixing
a camera to the microscope, pho-
tograph them—and look at the
photographs.

That is what is now being done.
It amounts to the beginning of a
new chapter in bacteriology—for
it is certain that the germs of
many of our prevalent diseases
belong to this invisible, or "too-
small-to-see" breed.

It is quite possible that, within
a short time, startling new "finds"
will be reported. The bacterio-
logists of the world are now
eagerly following up the dis-
covery.

Indeed, "invisible light" has
given science a new microscope
and new eyes.

MOTIONLESS FLIGHT.

Severe Tests for Helicopter.

August 1 was fixed for the
opening of the trials of the world's
helicopters—machines rising and
descending vertically, hovering
motionless, and moving rapidly
from point to point—entered for
our great official £50,000 contest.

Actually the test will continue
on dates convenient to the judges
and competitors, until April 30
next year, and they will be held
on the flying ground of the Royal
Aircraft Establishment, at
Farnborough.

Nineteen entries have been re-
ceived by the Air Ministry, and
of these 16 have now been de-
finitely accepted.

The United States the home of
so many experiments with verti-
cal-flight craft, heads the list
with nine machines. Four are
from Britain, and one each from
France, Holland, and Italy.

The judging committee, ap-
pointed by the Air Ministry, will
comprise the Directors of Techni-
cal Development and of Scientific
Research, and the Controller of
Experiments at the Royal Air-
craft Establishment.

What a helicopter, carrying its
pilot and an hour's fuel, will be
expected to do before it wins the
£50,000 may be summarised
briefly as follows:

Rise 2,000 feet straight up
into the air, and descend with-
out damage.

Rise again to the same
altitude and hover there,
motionless, for half an hour.
Fly horizontally at 60 miles
an hour.

Shut off its engine while
aloft, and alight in a confined
circular area having a radius
of 100 feet.

If any helicopter can do all
these—and no existing machine
has yet got anywhere near them—
it is considered, officially, that
such a machine will be of ex-
treme practical value from a
military and naval point of view,
and also for the operation of
commercial air services in and
out of the heart of cities.

EVEREST EXPEDITION RETURNING.

The Everest expedition is back
at Darjeeling after ten day's rest
in the Rongshar Valley. Doctor
Howard Somervell, one of the
climbers, has decided not to re-
turn to England but to devote
himself to medical mission work
in India.

CONSIGNEES

ADMIRAL ORIENTAL LINE

The Steamship

"PRES JEFFERSON"
having arrived from Manila
P.I. via ports on 17th August
1924. Consignees are hereby
notified that their cargo, be-
ing landed at their risk into
the hazardous and/or extra-
hazardous godowns of the Hong-
kong and Kowloon Wharf and
Godown Co., at Kowloon, is
stored at consignees' risk.

Consignees of Cargo must pre-
duce an Import Permit signed by
the Superintendent of Import
and Exports, Hongkong, before
Bills of Lading will be countersi-
gned.

All broken, chafed and damaged
cargo is to be left in the godowns
where it will be examined at
10 a.m. on Aug. 22nd, 1924, by the
Company's Surveyors, Messrs
Anderson and Ashe.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the
godowns, and cargo undelivered
on and after Aug. 24th, 1924, will
be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
United States Shipping Board
Emergency Fleet Corporation
Agents.

ADMIRAL ORIENTAL LINE
4, Des Vaux Road.
Hongkong, 18th. August 1924

NOTICE TO CONSIGNEES.

DOLLAR STEAMSHIP LINE
The Steamship

"PRES. POLK"
having arrived from New York
via ports, on Aug. 18th, 1924,
consignees are hereby notified
that their cargo is being landed
at their risk into the hazardous
and/or extra hazardous Godowns
of the Hongkong & Kowloon
Wharf and Godown Company, a
Kowloon, and stored at con-
signees' risk.

Consignees of Cargo must pre-
duce an Import Permit signed by
the Superintendent of Import
and Exports, Hongkong, before
Bills of Lading will be countersi-
gned.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at
10 a.m. on Aug. 22nd, 1924, by the
Company's Surveyors, Messrs
Carmichael & Clark.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the
godowns, and cargo undelivered
on and after Aug. 24th, 1924,
will be subject to rent.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
DOLLAR STEAMSHIP LINE
4, Des Vaux Road.
Hongkong, August 18th, 1924

NOTICE TO CONSIGNEES.

COMPAGNIE DES
MESSAGERIES MARITIME

The Steamship

"YALOU"

Consignees of Cargo from
Antwerp, Dunkirk, Middles-
brough, Manchester, London &
Salgo.

In connection with above
steamer are hereby informed that
their goods with the exception of
Opium, Treasure and Valuables
are being landed and stored at
their risks into the Godowns of
the Hongkong Kowloon Wharf
and Godown Co., Ltd. Kowloon
whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded
on unless intimation is received
from the Consignees before
noon to-day requesting it to be
landed here.

Bills of Lading will be countersi-
gned by the Undersigned. Goods
remaining unclaimed after the
23rd. instant, at Noon will be
subject to rent and lading
charges.

All claims must be sent in
to me on or before the 27th
inst. or they will not be re-
cognized.

All damaged packages will be
examined on Saturday the
23rd. instant, at 11 a.m. by
Messrs. Goddard & Douglas.

No Fire Insurance has been
Effectuated.

R. RODENFUSER,
Acting Agent.
Hongkong 17th August, 1924.

Chesterfields not only please
the taste. They do more—they
give to your smoking such a new
and different enjoyment that there's
only one way to describe it—
They Satisfy.

Chesterfield

CIGARETTES

They Satisfy—millions!

LIGGETT & MYERS TOBACCO CO.

SHIPBUILDERS.

SHIP REPAIRERS.

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ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.G.S.T.) 34 FT. 6 INCH.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE, Agents
HONGKONG, CHINA & JAPAN.

NOTICE.

DOUGLAS STEAMSHIP CO., LTD.

Tickets will be issued for
Round Trips during the months
of July to September, from Hong-
kong to Foochow (Pagoda
Anchorage) and return, calling at
Swatow and Amoy on both the
upward and downward Voyage,
by the Company's new, fast, well
appointed steamer "Hai-Ning" at
the reduced rate of \$80. for the
round Voyage, including Meals
while the steamer is in port.

These Special Tickets will be
available for return only by this
steamer, either by the Voyage
for which it is issued or by her
following sailing from Foochow.
Duration of stay at Foochow 48
hours.

The Trip occupies 8 to 9 days
and the steamer will leave
Hongkong from the Company's
Wharf at 5 p.m. arriving at day-
light on her return (Weather
permitting).

The Company's Steam Launch
will convey passengers from
Pagoda Anchorage to Foochow
City, if required.

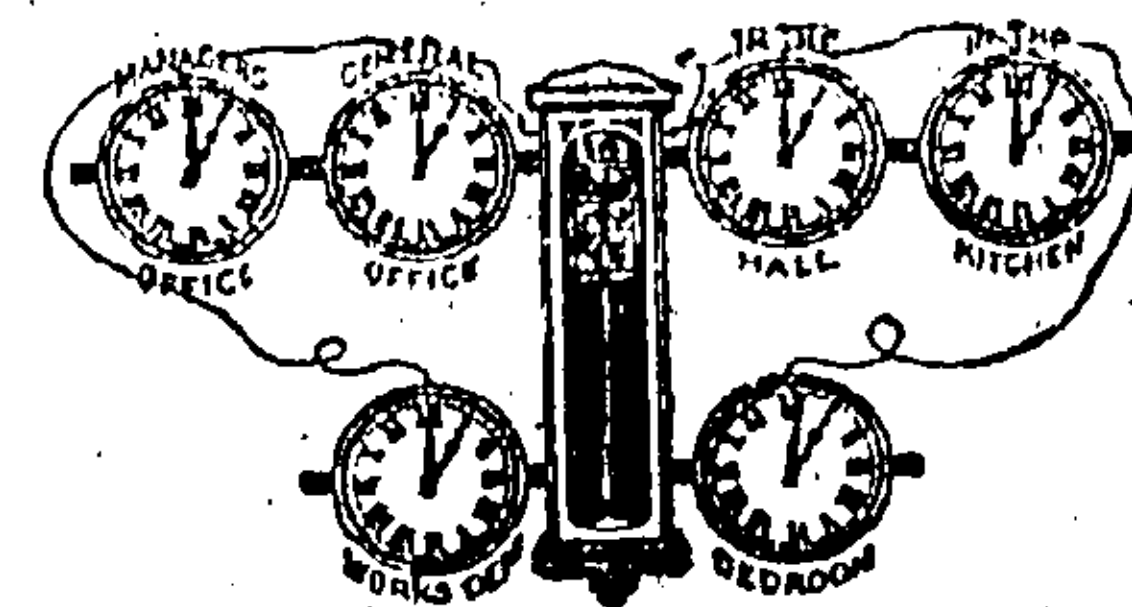
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DOUGLAS LAPRAIK & CO.
General Managers,
Douglas Steamship Co., Ltd.

MASSAGE HALL

25 WYNDHAM STREET
MRS. H. MORITA.
MRS. H. SUZUKI

ARE YOU SATISFIED

with your independent key-wound clocks, no two of which
keep the same time?



Would not accuracy and absolute uniformity of time
throughout your premises be a great convenience and a
source of economy?

THE SYNCHRONOME SYSTEM

OF ELECTRICAL IMPULSE CLOCKS

guarantees correct time to within half a minute in six months

SHEWAN TOMES & CO.

Telephone Central 781. Sole Agents. Telephone Central 781.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

— ESTD. 1884 —

METAL GOODS and HARDWARE.

Tel. No. C.1093.

119 Jervois Street.

NEW ADVERTISEMENTS.

PREPAID

ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions
\$1.50 if not prepaid }

State if Box; No. is required

WANTED.

WANTED.—First Class Chinese Book-keeper or Bill Clerk. Apply Box No. 1161, c/o The Hongkong Telegraph.

AN efficient Stenographer. Apply stating experience and salary required to DEACONS, Solicitors.

WANTED.—House or Flat unfurnished on Peak or Repulse Bay Road from November. Apply P.O. Box 318.

WANTED.—Three or Four Roomed Flat in Kowloon, would buy furniture if necessary. Box No. 1189 c/o "Hongkong Telegraph."

PIANO LESSONS.—Tuition wanted for European girl, aged 10 years; own piano. Please write giving particulars re terms etc., to Box No. 1187 c/o "Hongkong Telegraph."

WANTED.—Experienced accountant and business manager is open for engagement. All references. Quite familiar with China trade. Please apply to Box No. 1188 c/o "Hongkong Telegraph."

WANTED.—Junior Clerk for General Office Work. One with Good Handwriting and some knowledge of Insurance and Bookkeeping preferred. Apply Box No. 1190 c/o "Hongkong Telegraph."

WANTED.—Energetic Portuguese or Chinese Salesman, preferably with connection in motor trade. Salary and Commission. Apply stating qualifications and references in first instance to Box No. 1180 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Shop and Office No. 12 Pedder Street. Apply at the Premises.

TO LET.—Office Room in New Bank Building, possession 1st. August. Apply to SANG KEE, 4a, Des Vaux Road Central, 2nd floor.

PREMISES TO LET.—4 Roomed House of 2 storeys situate at 11, Austin Avenue, Kowloon. Apply Mr. Lai Chow Tan, China Atlantic Trading Co., 6th floor, China Buildings.

FOR RENT.—Nicely furnished THREE ROOMED FLAT, with European bath and flush system, in Kowloon. Five minutes from Ferry. Good location. Available in December. Moderate rental. Intending tenants must purchase furniture and fixtures on account of owner leaving Colony. Apply Box No. 1182, c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—One Collard & Collard piano. In splendid condition. Cheap price. Apply Box 1186 c/o "Hongkong Telegraph."

NOTICE

Big bargains in Paris and London goods of superior quality, newly arrived. French knitting wool in all colours at \$3.50 per lb. Savon Cohn, guaranteed pure, in Fancy tins at \$2.40 per doz. tins. Fine carbon paper in all colours at \$1.20 per box of 100 sheets. Ladies' trimmed and untrimmed Hats, Jumpers, Robes, etc. from London firms by every mail. Inspection cordially invited.

J. P. VIEIRA REMEDIOS, & COMPANY,
No. 15, Queen's Road, Central. (1st Floor.)
General Managers for "Vanity Store." Tel. C. 4705.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.
Abraham, Ezra, Logan, W.
Alves A. A. Matheson, R. T.
Bagram, J. T. Nissim, A.
Benjamin, V. Porry, I. S.
Birkett, H. Pestonji, R.
Croucher, N. V. A. Potts Geo. H.
Ellis, F. M. Potts, P. O.
Gould, Joseph. Raymond, E. M.
Gutierrez, A. A. Silva, P. M. N. da
Hough, T. F. Smyth, F. R.
Lammert, Geo. A. Toster, P.
Lammert, H. A. Kow Fred.
By order of the Committee,
A. NISSIM,
Secretary.

NOTICE.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association—
A. H. Carrol J. F. Gross
M. A. Razack V. Yvanovich
J. W. Kow A. P. Graeves
W. J. Carroll H. M. H. Esmail
O. Kitchell Sen Kon Chi
Yip Yung Pak Harry O. Odell
F. M. L. Soares Soo Poi Shao
H. E. Edwards.
By order of the Committee,
J. W. KEW,
Secretary.

BANK OF EAST ASIA LTD.

NOTICE IS HEREBY GIVEN that an interim dividend of \$3.00 per share has been declared for the HALF YEAR ending 30th June, 1924.

The dividend will be payable on and after MONDAY, the 15th September, 1924, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8th September, to SATURDAY, the 13th September, 1924, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

LI TSE FONG.

Acting Chief Manager.

Hongkong, 1st August, 1924.

HONGKONG HOTEL GARAGE.

NOTICE TO PATRONS.

WE have now installed a direct Telephone Line for our Livery Service and Motor Showroom.

Telephone numbers are—
C. 4758—CAR HIRE SERVICE
FOR HONGKONG.
C. 4759—FOR MOTOR SHOW-ROOM.

The Hongkong & Shanghai Hotels Ltd.

Arts & Crafts, Ltd.

SHANGHAI

Our designer, Mr. G. T. Squires is at present in Hongkong and may be consulted on all matters pertaining to specialised furnishing and decorating.

ROOM 506.

HONGKONG HOTEL.

DUNBAR BROTHERS CO., LTD.

(IN VOLUNTARY LIQUIDATION)

NOTICE.

A Meeting of the Creditors of the Company will be held on the Fifteenth day of September 1924, at the Offices of the Liquidator, Chartered Bank Building, 3, Queen's Road, Central, Victoria, Hongkong, at Twelve o'clock in the forenoon pursuant to the provisions of Section 181 of the Companies Ordinance 1911.

At this Meeting the Creditors will be asked to determine whether an application shall be made to the Court for the appointment of any person as Liquidator in the place of or jointly with myself the Liquidator appointed by the Company or for the appointment of a Committee of Inspection.

JOHN FLEMING,
Liquidator,
Dunbar Brothers' Co., Ltd.,
Hongkong, 22nd August, 1924.

NOTICE.

Some men succeed in building up handsome estates, but through lack of foresight allow them to fall to pieces after they are gone. They forget to provide sufficient ready cash to pay estate duties and guard against shrinkage. It is part of our business to furnish that cash.

Prompt Settlement; no quibbling. **Sun Life Assurance Company of Canada.**

King's Building, Hongkong.
F. M. WELLER,
Manager.

LAST CHANCE TO SEE

(The Charming Comedienne)

Constance TALMADGE

in

"THE STUDIO GIRL"

FINAL SHOW TO-DAY

DON'T MISS IT

WORLD THEATRE.

BY ORDER OF THE MORTGAGEE PUBLIC AUCTION VALUABLE LEASEHOLD PROPERTY

situate at and being No. 8 and 10, Prince's Terrace, Victoria, in the Colony of Hongkong

to be sold by PUBLIC AUCTION,

on TUESDAY,

the 9th day of September, 1924,

at 3 p.m.

IN TWO LOTS

by

MR. A. G. DA ROCHA,

Auctioneer,

at his Auction Room at D'Agular Street.

The property consist of:—
Lot 1 ALL THAT piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as Sub-section 1 of Section D of Inland Lot No. 151, together with the messuages or tenements erection and buildings thereon known as No. 10, Prince's Terrace.

Lot 2 ALL THAT piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as the Remaining Portion of Section D of Inland Lot No. 151, together with the messuages or tenements erection and buildings thereon known as No. 8, Prince's Terrace.

Particulars and Conditions of Sale may be obtained from

MESSRS. DEACONS,
1, Des Vaux Rd. Central,
Hongkong,

The Vendor's Solicitors, or from

MR. A. G. DA ROCHA,
the Auctioneer.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 25th Aug. 1924,

commencing at 11 a.m.

at No. 51 Godown Lower, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(for account of the concerned)

64 Kegs Wire Nails (more or less damaged).

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

FORTHCOMING AUCTION SALES.

Lammert Bros. Lammert Bros.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 25th Aug. 1924,

at 11 o'clock a.m.

at No. 47 Godown, The Hongkong & Kowloon Wharf & Godown Co., Ltd. Kowloon

(for account of the concerned)

11 Cases Shellac—more or less damaged

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 29th August 1924

commencing at 5.15 p.m.

at their Sales Room, Duddell Street

A Valuable Collection of

Postage Stamps

Catalogues will be issued.

On View from Thursday the 28th August 1924.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thurs., the 28th August 1924,

at 3 o'clock p.m.

at their Sales Room, Duddell Street

The Valuable Building Land

situate on

Victoria Road in the Colony of Hongkong,

(adjoining Villa Miramere) and known as

Rural Building Lot No. 217.

For further particulars and conditions apply to the undersigned.

LAMMERT BROS.,
Auctioneers.

Lammert Bros. Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 25th August 1924,

commencing at 12 Noon,

at their Sales Room, Duddell Street.

One 16 H.P. 4 Cylinder, 2 Cycle Marine Motor complete with fittings, magneto, propeller, and reverse gear etc.

9 Rolls Belting

2127 Lamp Bulbs

4 Drums Wire

20 Jars Hydro-Chloric Acid

3 Bales Leather

5 Cases Glass Chimneys

15 Cases Saving Boxes

249 Boxes Carbon Paper

370 Gunny Bags,

46 Copper Filings,

86 Brass Tubes,

also

A Quantity of Metal Rods and Miscellaneous Goods;

(for account of the concerned)

1 Bale Woollen Yarn

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction.

(For Account of the Concerned),

on SATURDAY,

the 23rd August, 1924, at 10.30 a.m.

at their Sales Room, No. 8, Des Vaux Road, Corner of Ice House Street,

A Quantity of Household Furniture,

removed to sale rooms for Convenience of Sale.

Comprising:—

Marble-top Washstands, Ward-

robes, Single and Double Bed-

steads, Child's Cots with Mat-

tresses, Sofas, Chairs, etc., etc.

and general

Household Sundries.

Terms:—Cash on Delivery.

HUGHES & HOUGH,
LIMITED,
Auctioneers.

Hongkong, 22nd August, 1924.

Hughes & Hough

LIMITED

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS. PUBLIC AUCTIONS

The Undersigned have received instructions to sell by Public Auction,

(For Account of the Concerned),

on WEDNESDAY,

the 27th August, 1924, commencing

at 2.30 p.m., at their Sales Rooms,

No. 8, Des Vaux Road, Corner of Ice House Street;

Valuable Teakwood and Blackwood Furniture,

and Household Sundries,

&c., &c., &c.

Comprising:—

Dining Suites, Chesterfield Sofas,

Arm-chairs, (new), Tea Tables,

Teakwood Beds, large and small

Wardrobes, Dressing Tables and

Chairs, Washstands, &c., Side-

boards, Dinner Waggon, Dinner

Sets, and Glass Ware, Cutlery,

Electro-plated Ware, Electric Read-

ing Lamps, Teakwood Screens,

Blackwood Teapots, Marble-top

Flower Stands, Slide tables and

Cabinets, &c., &c.

also

1 Grand Piano by Collard & Collard,

1 Bicycle, 2 Enamel Baths

(complete),

1 set Red Lacquer Ware

(5 pieces)

and

100 yards Damask Table Cloth.

(Full Particulars from

Catalogue).

Terms:—Cash on Delivery.

HUGHES & HOUGH,

LIMITED,
Auctioneers.

Hongkong, 20th August, 1924.

G. HUGHES R.

PUBLIC AUCTION.

The Undersigned have received

instructions

to sell by Public Auction,

on TUESDAY, WEDNESDAY &

THURSDAY,

the 2nd, 3rd and 4th

September, 1924,

at H. M. Naval Yard, Hongkong,

and at Kowloon Naval Depot,

commencing each day

at 9.30 a.m. with an interval

from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL

STORES, &c.,

Comprising:—

Ironmongery, Dinghies, Whalers,

Cutters, Gigs, Electrical and Wire-

less Telegraphy Fittings, Electric

Cable, Cooking Stoves, Ships' Fit-

tings, Iron Beds, Mattresses and

Fittings, Life Rafts, Carpets, Rugs,

Mats, Pillows, Counterpanes,

Blankets, Sheets, Canvas, India

Rubber and Metallic Hoses, Old

Cordage, Canvas Bags, Old India

Rubber, Old Leather, Old Woollen

and Linen Rags, Old Asbestos,

Old Cork, Old Iron and Steel, Old

Brass, Copper, Lead, Zinc and

Gun Metal, Copper and Brass

Tubes, Coal Sacks, Wood and Iron

Blocks, Lamps and Lanterns,

Gauges, Steel Tubes, Old Steel

Wire Rope, Mineral Oil, Rigging

Chain, Chain Cable and Gear, Drill-

ing Machines, Oil Paint and Paint

Ingredients, Lathes, Power Driven

Saws, Pinnace and Cutter Engines,

Tables, Compasses, Clocks, Iron

Drums, Old Packing Cases, Dirty

Lubricating Oil, Old Casks, Smiths'

TRAVEL

Steamship Tickets to all parts of the World.
Railway Ticket issued in Chinese, Japanese, Indian,
European, American, Canadian and other Lines.
Through Tickets to Europe via United States and Canada.
ALL TICKETS SOLD AT TARIFF RATES.
Independent and Conducted Tours arranged to all parts
of the World.
Baggage and Accident Insurance.
Carry American Express Travellers Cheques.
For complete information apply—

THE AMERICAN EXPRESS CO., LTD.

4A, Des Voeux Road, Central.

WHITEAWAY'S

Great Summer SALE

SPECIAL REDUCTIONS

IN

Household, Linens,
Cretones, Repps,
China & Glassware,
Sheets, Blankets,
Travelling Rugs,
Foldings Perambulators,
Carpets Curtains,
Etc., Etc.

Stocks Must be Cleared.

TO MAKE ROOM FOR WINTER GOODS.

FIRST FLOOR.

Whiteaway, Laidlaw & Co., Ltd.

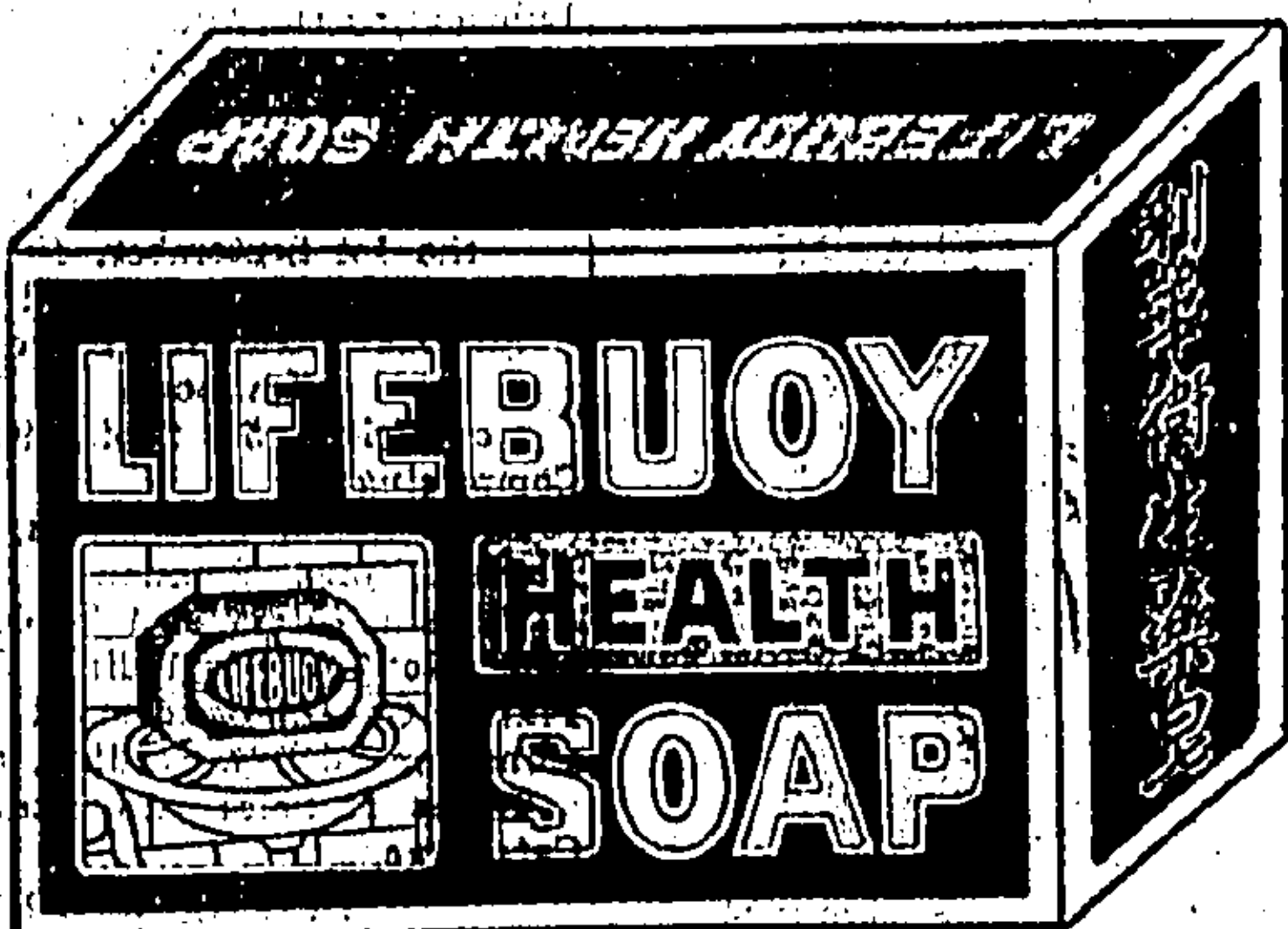
HEALTH

HEALTH

AN OLD FRIEND

IN A NEW GUISE.

FOR THE CONVENIENCE OF THE MANY USERS OF LEVER'S
LIFEBUOY SOAP, IT IS NOW MARKED IN HANDY SINGLE
TABLET FORM, EACH TABLET PACKED IN AN ATTRACTIVE
CARTON.



THE EXCELLENT QUALITY OF LIFEBUOY HAS BEEN
MAINTAINED IN THIS PACK.

FOR TOILET AND BATH

MAKES THE SKIN GLOW WITH HEALTH AND
PROTECTS THE WHOLE BODY FROM DISEASE.

MAKE LIFEBUOY A DAILY HEALTH HABIT

SOLE AGENTS
THE CHINA SOAP COMPANY, LTD. HEALTH

HONGKONG RACING RECORD

JUST PUBLISHED BY ARGUS

OVERSEAS price 25.00 from

Argus, 4, Queen's Road, Central.

VOLUNTEER VALEDICTORY.

PRESENTATIONS TO A PIPER.

Senior Inspector Robert G. McEwen, A.R.S.I., spent a very busy evening yesterday in replying to presentations made to him on the eve of his departure on retirement, for home. From the Sanitary Department he received a wallet, suitably inscribed, containing over £20 in one pound and ten shilling notes; the St. Andrew's Society of Hongkong presented him with a gold half hunter, whilst he was the recipient of a gold chain and medal from the Hongkong Volunteer Defence Corps.

Senior Inspector McEwen, who is one of the oldest Government servants in Hongkong, his period of service extending over 34 years, is leaving for home to-day by the P. and O. s.s. Mantua. Over a long period he has willingly rendered appreciated services to the St. Andrew's Society and also to the Hongkong Volunteer Defence Corps. He has been a notable figure at all the principal Scottish social functions, and he will carry away with him the best wishes of a large circle of friends for a long and happy retirement at home.

At the Hongkong Volunteer Defence Corps Headquarters, the members of the St. Andrew's Society and the Corps assembled to do honour to the departing Piper. Mr. J. Reid, the President of the St. Andrew's Society, presided, and among those present were Lieut.-Colonel L. G. Bird (Officer Commanding the Volunteer Defence Corps), Mr. R. M. Dyer, Mr. G. M. Young, Mr. G. W. C. Bonner, Mr. D. Templeton and Lieut. J. B. Ross.

St. Andrew's Society's Gift. Mr. Reid, in asking Piper McEwen to accept a gold watch from the St. Andrew's Society, said they thought it was only fitting that on the occasion of the departure of Piper McEwen, who had been so many years to the Colony and had given them the skill of the pipes on many social occasions, they should show him some mark of appreciation of the valuable services he had rendered. Piper McEwen they all knew, and he thought it was an excellent thing that they had been able to keep such a big strong Highlander and fine piper in Hongkong for so long. They were all pleased he was going on retirement in excellent health, and it was their earnest hope that he would enjoy his well-earned retirement for many years to come. He hoped that the token from the St. Andrew's Society would remind him in the years to come of his very many friends in the Colony, and that he would come to regard Hongkong as not such a very bad place after all. (Hear hear).

The watch bore the following inscription: "Presented to R. G. McEwen by the Committee of the Hongkong St. Andrew's Society in appreciation of 32 years as Piper of the Society."

Piper McEwen returned thanks for the very nice parting gift that had been given him. He assured them that he never expected it, and would appreciate it very much. He intended to keep it securely with him during the remaining years of his life, and would then pass it on to the next generation. (Applause).

The Colonel Lays Odds. Lieut.-Colonel L. G. Bird, on behalf of the Hongkong Volunteer Defence Corps, associated himself with the remarks of Mr. Reid. Although he was only a Sassenach, still he thought that a pipe band was the finest music they could possibly have to march to. Ever since they had a Pipe Band in the Corps, Piper McEwen had been a tower of strength to them, and he was sure he was expressing the opinion of everyone in the Corps in saying that they were very sorry to lose him. (Hear, hear). Their loss would be someone else's gain, and he would not mind laying odds that before Piper McEwen had been in the Old Country very long he would be joining the pipe band of some Scottish Territorial or other unit. (Laughter).

Lieut.-Colonel Bird asked Piper McEwen to accept a gold chain to go with the watch from the Officers of the Volunteer Defence Corps. Attached to the chain was a medallion, which bore the following inscription: "Presented to R. G. McEwen by the Officers of the Hongkong Volunteer Defence Corps, August 23rd, 1924."

Piper McEwen, in his reply, remarked that he was leaving his son behind him and he expressed the hope that he would follow in the footsteps of his father and be a good piper in the band. (Applause).

Lieut. Ross, the Officer Commanding the Scottish Company, under whom Piper McEwen served when the Lieutenant was Pipe Major, remarked that although 60 years of age, Piper McEwen had attended every route march and inspection since the pipe band was formed. He sincerely thanked him for the valuable support he had given him and expressed the hope that the departing Piper would spend many happy days in the Pass of Killiecrankie, where he hailed from. (Applause).

The Love of Piping.

Piper P. D. Wilson also made a few remarks. Although Piper McEwen had retired from the Government service and the Pipe Band, he had certainly not retired from piping. Men of his sort never did. He recalled an old acquaintance of 70 years who had many times threatened to give it up, but the last he heard of him was that he had bought a new set of pipes. (Laughter). Those of them who were not pipers did not understand the joy of piping. "The exquisite feel of the bag," had been very truly described as being, "as soft and warm as a girl's waist." Although most of them did not know much about the feel of the bag, he did not suppose any of them was unacquainted with the feel of a girl's waist, and when one had experienced the feel of both he could assure them that the bag was a very good second, and there were times when it came out a very good first. (Laughter). He envied Piper McEwen his retirement, but not his age. He trusted, however, that he would continue to indulge in his love of the pipes to the top of his bent. He was going to a country where the pipes could easily be heard by those who loved them. "If," Piper Wilson concluded, "a man has the love in his soul for the pipes as Piper McEwen has, it will not be difficult to hear the grand tunes of the old masters. In all honesty, as a piper I can say I am proud to have been with Piper McEwen in the same Band. McEwen, God bless you."

Sanitary Department Presentation. In the Sanitary Board room, Mr. N. L. Smith, the Head of the Sanitary Department, asked Senior Inspector McEwen's acceptance of a wallet on which was an inscription: "Presented to Senior Inspector McEwen by the members of the Sanitary Department of Hongkong on his retirement from the Colony, 23rd August, 1924."

The wallet contained over £20 in English notes. Mr. Smith made the presentation in a very felicitous speech and Senior Inspector McEwen briefly replied. All the members of the staff of the Department were present.

BOXER IN TROUBLE.

McCoy Admits Slaying Woman.

Los Angeles, Calif., August 11.—The most thoroughly tangled case in recent police annals of Los Angeles with Kid McCoy (Norman Selby), former noted prizefighter, as the central living figure and Mrs. Theresa Moos, shot to death, to-day claimed the attention of the homicide squad.

McCoy, dazed and incoherent, is held on suspicion of the murder of Mrs. Moos. At first McCoy would only say he killed the only woman he ever loved but later said she committed suicide. Near the woman's body there was found a 32 calibre pistol and the bullets which were taken from her head and body fit the weapon. The body was bruised in many places.

The police announced tonight that McCoy confessed the murder to his sister shortly after the shooting. The police theory is that the shooting was the result of Mrs. Moos' decision to break up her relations with McCoy.

The woman was killed about midnight according to the police surgeons. McCoy later attempted to rob a grocery, according to the police, but was failed by a bystander who was shot in the scuffle. The police are seeking Albert Moos, wealthy antique dealer and divorced husband of Theresa Moos. Associated Press.

MISHAP TO "SHAMROCK."

During yacht racing at Bournemouth on July 29th, Sir Thomas Lipton's "Shamrock" and Sir Charles Allom's "White Heather" collided in rounding a mark boat, and both vessels were damaged and had to retire. His Majesty's "Britannia" won comfortably. Neither the "Shamrock" nor the "White Heather" was seriously damaged.

Prisoner Objects to Return. An amusing scene actually occurred at a local Magistrate's Court recently, says the North Borneo paper. A Chinese had been convicted and sentenced to a term of imprisonment for a series of burglaries and the Police Officer applied for an order that the recovered stolen property should be handed over to the Police for subsequent return to the owner.

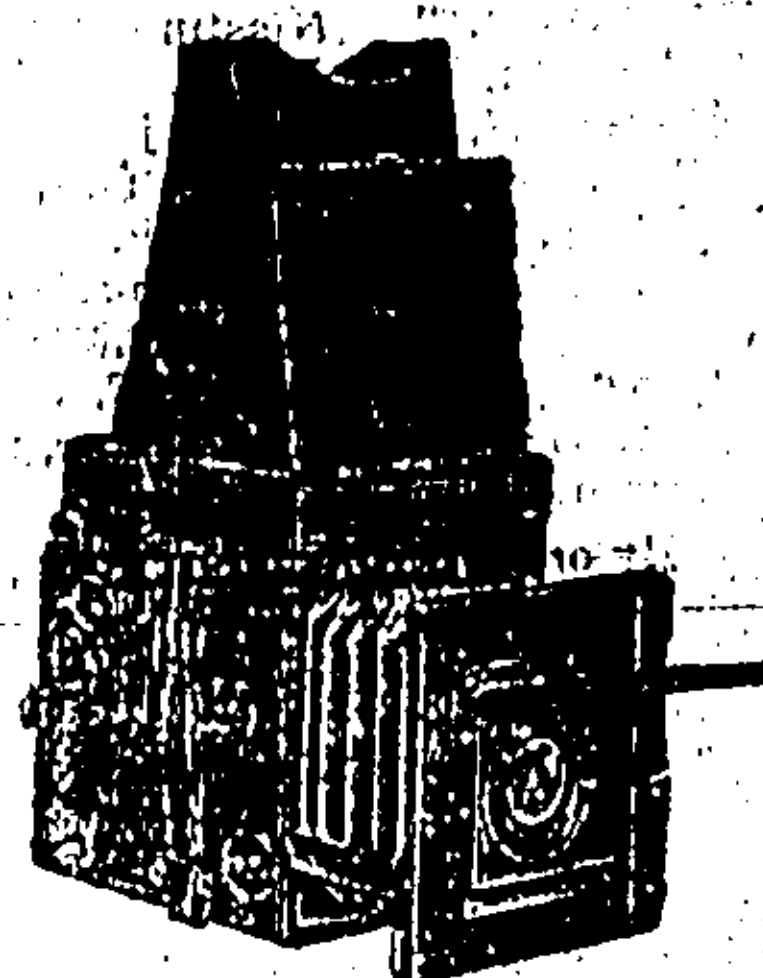
DEATH OF FAMOUS RACEHORSE.

Tracory, the winner of the 1912 St. Leger, who was sold for the record sum of £33,000 and returned from the Argentine last year, has died at Cobham stud. It will be recalled that in 1913 Tracory was the victim of a Suffragist outrage at Ascot where he was brought down in the Gold Cup race, which was won by Prince Palatine.

TUCHER BEER

The famous Summer Beer.
FRESH STOCKS HAVE ARRIVED.

THE WING ON CO., LTD.



"TROPICAL SOHO."

3/4 x 4 1/4 With Ross telecentric
F5-4 Lens.

6 double plate Holders. 1 film
pack adaptor. 1 leather case.
1 focussing magnifier.

\$375

THE KWONG KWUI CO.

60, Queen's Road. Tel. C.2170.

STOLEN PROPERTY.

Prisoner Objects to Return.

An amusing scene actually occurred at a local Magistrate's Court recently, says the North Borneo paper. A Chinese had been convicted and sentenced to a term of imprisonment for a series of burglaries and the Police Officer applied for an order that the recovered stolen property should be handed over to the Police for subsequent return to the owner.

To this course the prisoner strongly objected, advancing the plea that, as he was to do a term of hard labour for stealing the goods, he would thereby earn them and in common fairness they ought to be handed over to him on his discharge from gaol.

Curiously enough the Magistrate failed to take this common-sense view of the matter.

DEATH OF FAMOUS RACEHORSE.

Tracory, the winner of the 1912 St. Leger, who was sold for the record sum of £33,000 and returned from the Argentine last year, has died at Cobham stud. It will be recalled that in 1913 Tracory was the victim of a Suffragist outrage at Ascot where he was brought down in the Gold Cup race, which was won by Prince Palatine.

LAST CHANCE TO SEE

(The Charming Comedienne)

Constance TALMADGE

in

"THE STUDIO GIRL"

FINAL SHOW TO-DAY

DON'T MISS IT

WORLD THEATRE.

AN ELUSIVE CONTRIBUTOR.

The Editor of the *Bystander* is being inundated with correspondence on the subject of Yogo Hama. He wishes to state that he has not the slightest notion who Yogo Hama is, and that he is most anxious to find out for his own sake. Yogo Hama has been a regular writer for some months past. Payment for his series is made to the bank "a/o Yogo Hama," and beyond acknowledging the receipt of the cheque, the bank, of course, preserves a stony silence.

Through the Looking Glass-



"Packets please!" said the Guard, putting his head in at the window. In a moment everybody was holding out a packet: they were about the same size as the people, and quite seemed to fill the carriage. "I'm afraid I haven't got one," Alice said in a frightened tone: "there was no tobacco shop where I came from." "Don't make excuses," said the Guard: "you should have bought one. Why, the smoke alone is worth a thousand pounds a puff!"



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Kowloon.**INDIAN MURDER CASE.****SENTENCE OF DEATH.**The case in which Chata Din,
the Indian chauffeur, was indicted
on a charge of murdering his
wife was concluded yesterday
afternoon, when prisoner was
found guilty.**Mr. Fitzroy's Speech.**Mr. Fitzroy, in his speech for the
defence, said the jury had sat
through a long hearing and they
had had the advantage of hearing
the evidence, seeing the ground
and the prisoner on the ground.
He asked them to consider care-
fully the story of the prisoner and
give a verdict according to the
facts. He first wished to draw
their attention to the prisoner's
wife. As they had heard, at the
time of the marriage, she was
pregnant. It was necessary to
bring out that fact because they
had got to consider the actions of
prisoner and his wife after their
marriage. Dealing with the
Crown case he said their evidence
had shown that a certain chopper
was bought on the morning of
May 27th. It had been suggested
that it was the one with which the
prisoner dealt the blows on his
wife. They had endeavoured to
show that the prisoner took the
woman to this place. In support
of that, evidence was given by
an Indian constable, who stated
that he saw the prisoner, his wife
and child go past No. 7 Police
Station in a car on the morning
the woman was injured. It had
been established that deceased left
the hospital at 10 a.m. that morn-
ing, and from the time the con-
stable said he saw the three in the
car nothing whatever was actually
known until prisoner was seen
again handing in his uniform.**The Intervening Time.**From those facts the jury were
asked to infer certain things, and
he reminded them that it was
necessary for the Crown case to be
established beyond all reasonable
and probable doubt.They had to deal with the inter-
vening space between the time the
prisoner and deceased left the
hospital to the time prisoner hand-
ed in his uniform. They had to
find the truth of what happened,
and this, he maintained, was what
the prisoner had told them.
Counsel briefly led up to the day of
the occurrence. He commented on
the confession by deceased that she
had slept one night with Sandhi
Khan and went on to deal with
the story told by Issa Khan of
what happened on the night of the
dinner, and said he had told a
fanciful story, which he asked
them to say was nothing but a
tissue of lies.His story was all right till his
wife went into the box and said
that deceased went into the kitchen
when prisoner called, which was an
extraordinary procedure if, as Issa
Khan said, prisoner was asked
there to make it up. Sandhi Khan
had told them that he went to
prisoner's quarters, had had meals
there and been served by deceased.
Yet he said he had never spoken
to her. "Gentlemen, I don't think
you will have much difficulty in
making up your minds on a state-
ment like that," commented
Counsel.**At the Scene.**Coming to the point where
prisoner found his son by the road-
side on the morning of May 27th,
Mr. Fitzroy said, "He has shown
you where the child was and shown
you graphically where he found
his wife and the man whom he says
was Sandhi Khan."As to how the deceased got to
the point, Counsel said prisoner had
told them he left her on the tram
lines where she had made an extra-
ordinary suggestion. Why should
she ask to be taken to the Ho Tung
cemetery unless she had an
appointment there? He suggested
she had an appointment there.
There was a pathway going
to the cemetery from Kennedy
Town and another which came
within a few yards of
the scene of the occurrence.**"If He Had Murdered Her."**She had ample time to get there.
If the Crown case was sound
would it be necessary, if the man
was going to commit this terrible
assault, for him to take her round
by the road—they said he did. If
a man intended to murder a wo-
man he did not go about it in
the manner prisoner acted on that
morning. Did he set to work to
hack the feet and legs of a woman
with a weapon as this one if he
wished to kill her? How was he
to get at her feet unless she were
lying down? There could be no
doubt that when these injuries
were inflicted the woman was ly-
ing down, and the question was
Why was she lying down?They had to consider how pris-
oner could have got her to those
bushes; what excuse could he have
offered. He would never have
tried to get her into the pathway
off Jubilee Road at all, and why
should he stop near a matchst-
ed Under Great Provocation.The jury had seen the man on
the scene of the crime and heard
him in the witness box, and he ask-
ed them to believe that he was
speaking the truth. Those in-
juries could only have been in-
flicted by a man who was mad,
and could only have been done
under great provocation, and this
the prisoner had told them he had.
The Crown had no evidence as
to how the prisoner got to the
scene and there was only one man
who really knew what happened
there. That man was the prisoner
and they had heard his evidence
in the box. It was for them to
believe it or not to believe it.
He therefore asked the jury to
find the prisoner's offence was not
more than manslaughter.**The Attorney General.**
In the final speech for the
Crown the Attorney General said
that if the jury believed that the
prisoner's story was true and that
he did find his wife committing
adultery with Sandhi Khan, then
they would find a verdict of man-
slaughter. But they had to get over
the improbabilities of his story.
Continuing, Counsel suggested that
the account given by Issa Khan
of what happened on the night of
the dinner was the correct one;
but even so it was not relevant to
the case.Dealing with Sandhi Khan, he
said it was rather curious that
Sandhi Khan, having experienced
the intimate friendship of the wo-
man and expecting to experience
more, should go about tell-
ing people about his privileges and
what he had done.Prisoner's story involved two re-
turns to his master's house on the
morning of May 27th, and it would
be difficult for him to go without
being heard. But when he went back
with his uniform, all the servants
saw him. Why on earth didn't
prisoner wake the amah, whom he
said he saw there, knowing that
his wife had said she had an ap-
pointment with her.In conclusion, the Attorney
General commented on the fact
that the chopper found with blood
stains on it had the same marks
as had the one sold to an Indian
chauffeur on the morning of May
27th.His Lordship having summed up,
the jury retired and were absent
for 25 minutes. On returning
they gave a verdict of guilty on
the capital charge.**Prisoner's Demonstration.**His Lordship passed sentence of
death and this was interpreted to
prisoner. Immediately this was
done he began to clap his hands
loudly and shouted something
which was interpreted, "I am very
glad to hear that." As he left the
dock he repeated this in English,
and added, "I never want to see
any more bad men like these,"
evidently referring to the Indians
who had given evidence in the
case.There was no recommendation
to mercy.**BIG ARMS SEIZURE.****PAUL LECAT IN TROUBLE
AGAIN.**Shanghai, August 22.—Customs
officers seized 120 pistols and
15,000 rounds of ammunition on
board the French steamer Paul
Lecat. The police last night ar-
rested the steward of the Paul
Lecat with 254 rounds of ammu-
nition on him. They also arrested
a Japanese with four automatics
and 300 rounds of ammunition on
his person.As a result of the many raids
that have been made on opium
dens by the French police during
the past week, 97 cases were heard
in the French mixed court to-day
and fines aggregating \$10,000
were inflicted. A total of 574
pounds of the drug, valued at
about \$40,000 was seized and two
Chinese were each fined \$3,000.—
Reuter.**COMMONS DEFEAT LORDS AT
BISLEY.**The Vixenagram Challenge
Cup, which was won by the
House of Commons in the com-
petition with the House of Lords
at the recent Bisley meet, was
formally placed in the keeping of
the Speaker on July 29th. Major
R. W. Barnett, M. P., making
the presentation, said that the
annual match between the two
Houses helped to maintain the
interest of Parliament in one of
the most important of British
festivals.**"THE CHILD IS FATHER TO THE MAN"**His development depends on his
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349 (1-2)	The Sacrifice of Abraham	(2 "
353 (1-4)	Ruth and Boaz	(4 "
358 (1-3)	David and Goliath	(3 "
364-367	Rebecca	(4 "
371-373	The Daughter of Jephthah	(3 "
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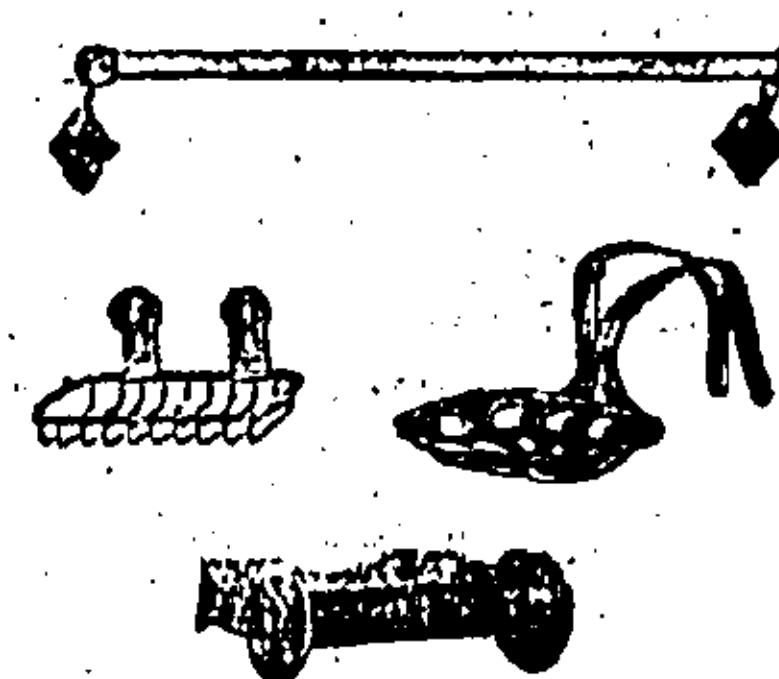
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LATEST WORLD-FLIGHT NEWS.

AMERICANS BATTLE IN DENSE FOG.

Italian Airman Still Missing.
New York, August 22.
The American airman battled in a dense fog during the last miles of their journey to Greenland. They landed under most dangerous conditions.
Lieut. Lowell Smith accomplished the 800 mile flight in 9 hours 55 minutes.
Locatelli is still missing, and two American warships on the spot have been ordered to search east of Cape Farwell. —*Reuter's American Service.*



Map showing route already covered by the American airman.

THE LONDON AGREEMENT.

M. HERRIOT JUSTIFIES BRITAIN.

STORMY REICHSTAG SCENES.

Paris, August 22.
On the resumption of the debate in the Chamber, M. Herriot stated that Mr. Ramsay MacDonald's letter regarding the evacuation of the Ruhr was handed to him in London before the pact was concluded, before Mr. MacDonald's speech and before the Ruhr question was settled. M. Herriot pointed out that the Germans and French had submitted their own viewpoints on the Ruhr question and Mr. MacDonald quite rightly submitted the British viewpoint. Therefore, it was unjust to interpret Mr. MacDonald's action as a wrongful proceeding or as a disavowal of the agreements reached in London. —*Reuter.*

GERMAN COMMUNISTS ON "SURRENDER."

Berlin, August 22.
There were stormy scenes on the re-assembly of the Reichstag. A communist demanded the immediate discussion of the Communist motion, as it was "more important than the Government declaration on the surrender of the German people to international capital." Also the immediate dissolution and a plebiscite on the Dawes Report.
Herr Marx was prevented from beginning his statement on the London conference by prolonged Communist shrieks regarding amnesty for political prisoners. The President was ultimately obliged to adjourn the sitting and to suspend the Communist Schwarz for twenty sittings.

Herr Schwarz was still in his seat at the resumption of the sitting, which the President re-adjourned until tomorrow, saying that Standing Orders did not authorize the forcible removal of a Deputy. —*Reuter.*

GERMAN INDUSTRIALISTS FAVOUR AGREEMENT.

Berlin, August 22.
A meeting of the executives of several big industrialists and merchants' Associations have passed a resolution by 100 votes to 3 recommending the adoption of the London Agreement. —*Reuter.*

BUILDING DISPUTE SETTLEMENT.

MEN ACCEPT EMPLOYERS' TERMS.

London, August 22.
The stoppage of the building trade in Britain, which has been in progress since the beginning of July, was settled this afternoon by the men accepting the employers' terms.
The settlement provides for a half-penny for hour advance in wages for all craftsmen, the labourers' advance being stabilised until February, 1926. Summer working hours, beginning 1925, will be 46½ hours per week. The question of lost time was referred to a joint committee. —*Reuter.*

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

The Canton Crisis.

Sir,—With reference to "Itink-so's" letter in your yesterday's issue, while appreciating the idea mentioned therein, I fear that \$10 will not do, as owing to the heavy taxes the troops cannot live long in Kwangtung Province. Therefore I suggest that a passage ticket to his home land, together with \$10, be presented to each of them to go home for long holidays. They have enough fighting up to now and are sick and tired of it, and would no doubt only be too pleased to see their native land again.
Yours etc.
MAYBE CANDO

ANOTHER MURDER CASE.

FOSTER MOTHER IN DOCK.

That her foster-mother had partaken of half a bottle of spirits just prior to the occurrence was the statement made by a 9-year-old girl at the Central Magistracy yesterday when giving evidence against Tam San, a widow, who is charged with the murder of her adopted daughter. The witness actually saw her mother stab the unfortunate girl and she painted a graphic picture of the scene. Prisoner threw the weapon out of the window immediately.
A hawk told the Court that prisoner would probably have jumped out of the kitchen window had she not been prevented.

ASTOUNDING CHARGE.

TO SET FIRE TO WIFE.

A Chinese living at 5 Hing Wan Street is now being held by the police on a charge of pouring kerosene over his wife with the intention of setting fire to her.
The woman made a complaint to the Secretary for Chinese Affairs yesterday, which resulted in the man's appearance before Mr. R. E. Lindell at the Hongkong Magistracy this morning. It was alleged that he had also prepared an instrument of torture for her consisting of a piece of cardboard with a number of brass tacks across it.
A remand was ordered.

WATER POLO.

GARRISON LEAGUE CUP PRESENTED.

The concluding water polo match in connection with the Garrison League took place in the R.A.S.C. Camber last evening. A match having been arranged between the winners of the Garrison Water Polo League (38th Heavy Battery R.A.) and a team of the East Surrey Regt., which, after a very fine game, free from foul play, resulted in a win for the winners of the League by 5 goals to 1, although the Surrey scored the first goal.
Lieut. Colonel Butterworth, President of the Garrison Recreation Club, before asking the Acting G.O.C. to say a few words on the League, spoke of the excellent game seen that evening.
The Acting G. O. C. Colonel Russell Brown, then read out the positions in the League, spoke of the very fine game he had seen and said it was certainly one of the best water polo games he had ever seen, and so free of foul play. Thanks for the arrangements made and for the way in which the League had been run were due to the Hon. Secretary of the Garrison Recreation Club, Sgt. Bailey, R.A.M.C., and he also wished to thank Sgt. Hunt, M.P.S.C., for his excellent services as referee of the match he had seen. He then asked Mrs. Butterworth to present the cup and medals to the winners of the League, and medals to the runners up, as under:—
Winners: 38th Hy. Bty. R.A., Gnr. Hitchings (Captain), Bdr. Pulford, Tpr. Collyer, Gnr. Newham, May, Mitchell, and Field.
Runners-Up: White Wing Surrey, Sgt. Bird (Captain), Cpls. Humberstone, and Major, Bds. Hannon, Dmr. Baker and Ptes. Cole and Cornwall.
Three cheers for the Acting G.O.C. brought the proceedings to a close.

LEAGUE TABLE.

The final positions in the League are:—

	Goals	
	P. W. L. D. F. A. G.	
38th Hy. Bty.	9 9 0 0 29	0 18
R. A.	10 8 1 1 12	11 17
White Wing Surrey	10 7 2 1 13	10 15
13th Hy. Bty.	9 5 4 0 5	4 10
Royal Engineers	9 5 4 0 8	7 10
C. Coy. Surrey	9 4 5 0 13	13 8
A. Coy. Surrey	9 3 6 0 8	16 6
25th Hy. Bty.	9 2 7 0 3	13 4
R. A.	9 2 7 0 6	23 4
D. Coy. Surrey	9 0 0 0 0	0 0
B. Coy. Surrey	9 0 0 0 0	0 0
Red Wing Surrey	9 0 0 0 0	0 0

The extra match, White Wing and 13th Hy. Bty. R.A., was playing to decide runners-up, and resulted in a win for White Wing by 3 goals to 1.
Red Wing Surrey, not having turned out to play a match, forfeit two points to each team in the League.

U.S. MONEY FOR AUSTRIA.

Vienna, August 22.
It is reported that a group of American bankers has agreed to a loan of three million dollars to the Lower Austrian Electric Company for the installation of force.

CANTON OUTLOOK.

Report of Fighting Yesterday.

VOLUNTEERS EXPECTED FROM COUNTRY.

It would appear that the situation in Canton is rapidly coming to a head. A local bank received a telegram last evening to the effect that there was some fighting in the city at 4 o'clock in the afternoon, but so far no details have been received. It is presumed that the conflict occurred because of an attempt by Dr. Sun's troops to take possession of merchants' premises for the purpose of quartering the soldiers.

The merchants in the districts adjacent to Canton intended going on strike yesterday, and the Merchant Volunteers in these localities propose to concentrate at Kongmoon, which is considered a fine strategic point.
In Heungshan, the Merchant Volunteers have secured the use of several boats for the transportation of their men to Canton or other centres in case of emergency. It is expected that many Volunteers from adjacent districts will shortly arrive in Canton.

At the present moment, there is practically a stoppage of cargo between Hongkong and Canton, merchants having advised that nothing but foodstuffs be sent up at present. On the other hand, the Canton Government has prohibited the transshipment of rice into the interior.

FACTS ABOUT THE VOLUNTEERS.

Much has been written of the Canton Merchants' Volunteer Corps of late, and a brief review of its activities of the last 13 years may be of interest to those watching present events in the leading city of South China.

The Canton Merchants Volunteer Corps was organized by charter of the National Government in 1912, for the purpose of local defence and self-protection, by the leading business men of Canton, including Mr. Tsan Pak-chu, the first Commandant, and Mr. Chan Lim-Pak, the present Commandant, who is now in the sixth year of service as the head of the organization. Its organization is similar to that of an army in China, except the men must be merchants guaranteed by responsible firms as to their character and standing; and the several regiments, now numbering ten, are trained according to regulations of the Chinese Army. No recruit is allowed to carry arms without having passed successfully an examination for his certificate after a six-month training at the Headquarters Parade Ground, where eight instructors, all graduates of military schools with a commission from the Chinese Government, act as instructors.

At the headquarters is a large parade ground, administrative buildings, and social rooms for the members of the Corps. In addition to ten regimental quarters in the principal police districts of the city. The Commandant, two Lieutenant-Commandants, and Council of the Corps are annually elected by the members, while the Colonels of the regiments are appointed on the recommendation of the regimental forces. The listed members of the Corps have reached nearly 15,000, but not more than 8,000 are properly armed. The organized property and individual equipment of the Corps in lands and arms have totaled some \$3,000,000, according to the latest estimate.

During the past 13 years, among the worthy acts of the Corps have been its participation in relief measures, either for flood or fire relief. The taking charge of peace and order responsibilities in Canton at times when the situation is very tense, and the maintenance of law and order in the city. The Corps have been most cordial. It would appear that the Volunteers are not favoured by the Government of Dr. Sun Yat-sen, because they have not joined it as a body, and have opposed Kuomintang agents, trying to confiscate private lands and exact money from the people.

CABLE RESERVE.

NEW PROHIBITED ANCHORAGE.

The Harbour Master notifies that as from today a new cable reserve is established between the City of Victoria and south end of the Kowloon Peninsula and such cable reserve is declared a prohibited anchorage and no ship, junk or other craft of any description shall anchor within the boundaries of such cable reserve.

The boundaries of the cable reserve are as follows:—

On the West.—By a line from the Green Light on the Hongkong Ferry Pier (at Kowloon) 224½° to the Green Light on the Pier at the end of Queen Victoria Street.

On the South.—By the fore-shore.

On the East.—By a line from the Time Ball Tower (at Kowloon) 222° to the Cenotaph (Victoria).

On the North.—By the fore-shore.

Ships, junks and other craft may use the buoys within this area but will be held responsible for any damage that they may do to the cables.

Ships going alongside Douglas Pier are permitted to drop their anchor in the fore and aft line of this Pier provided that such anchor is not dropped more than 200 feet from the end of the Pier.

LEAGUE TENNIS.

CLUB DE RECREIO VICTORY.

The Club de Recreio beat the University yesterday by 56 games to 43. The scores were:—

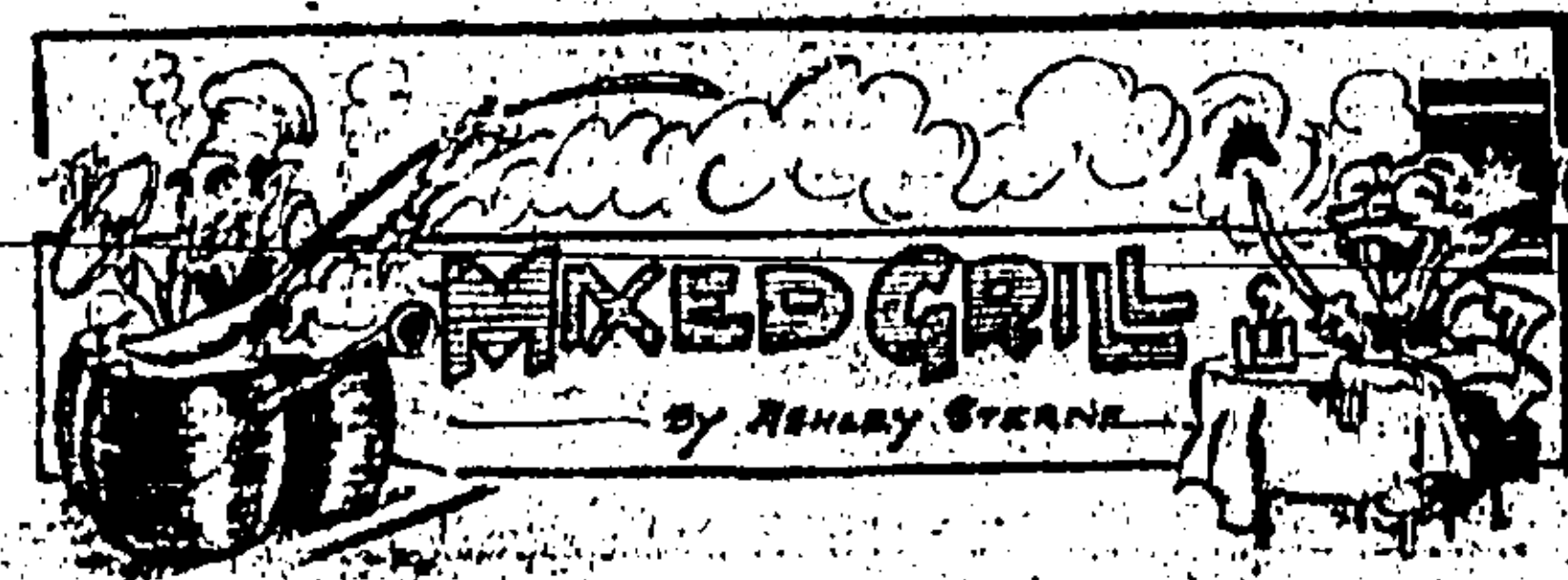
Sousa and Assumpcao (Club de Recreio) beat Yeoh & Balhetchat 8-3; beat Teh & Ng 8-3; beat Yeoh & Peterson 7-4.

Osmond and Hyndman (Club de Recreio) beat Teh & Ng 6-5; beat Yeoh & Peterson 6-5; lost to Yeoh & Balhetchat 2-9.

Noronha & Ribeiro (Club de Recreio) beat Yeoh & Peterson 7-4; lost to Yeoh & Balhetchat 5-6; beat Teh & Ng 7-4.

TO-DAY.

Closing Exchange 2s. 4. 5/16.
Lighting Up-Time 6.40 p.m.
High Water 5.14 a.m.
Low Water 9.1 p.m.



I am distressed to read of a strike of Venetian gondoliers, as a protest against the introduction of motor launches on the Grand Canal. My sympathies are all with the strikers, for I realise how acute their grievance must be to cause them to abandon their customary pursuit of singing tri-la-las to the music of the mandoline and playing blind man's bluff with the flower-girls on the Piazza di San Marco.

Gondoliers, as I know them, are a highly respectable fraternity; picturesque, too, with their heads tied up in gaudy



padding-cloths, and quilts in their ears. It was from their ranks (my readers may remember) that the joint rulers of Barataria were selected, and though I believe a little light kidnapping played a prominent part in the proceedings, that is the only blot I can find on an otherwise fair escutcheon.

Anyway, motor launches are quite out of place on the Grand Canal. As soon as instal try-your-weight machines in St. Peter's. It only remains for me to offer the gondoliers my sincere condolences.

One of our Urban District Councils (I see it reported) has refused to permit a superstitious resident to change the number of his house from 13 to 12A. I presume, however, that the materialistic Councillors will have no objection to the superstitious one keeping his fingers crossed, or periodically throwing salt over his left shoulder.

Consequent upon my remarks last week on the big noise I had composed and intended offering to the B.B.C. for broadcasting purposes a correspondent writes to me suggesting that I might now suitably turn my attention to composing a big silence. Curiously enough I have been considering for some time past the composition of a work consisting entirely of rests. It will of necessity have to be scored for very soft instruments, and I have provisionally decided that my orchestra shall consist of a pair of dumb-bells, a wireless harp, and a Devonshire junket. I propose entitling my composition, "Sh!" and inscribing it to the memory of the late Dean Maitland.

At the inaugural meeting of the New Art Utility Guild one of our leading decorative artists declared that the modern man in a dress suit looks absurd in the average drawing-room. I go still further and say that no one is better aware of, or more sincerely despises, his appearance in evening dress than modern man himself. In fact, so far as I am concerned, let me freely admit that—

In my little broadcloth jacket, And my little pique vest, And a hard-boiled shirt, good lack! it "Sawfully hard to look my best."

No one takes me for Apollo Belyedore when thus arrayed: For I look absurd in swallow-Tails and trousers trimmed with braid.

Little wonder I'm not sanguine Over my own evening dress: For I look like—



Penguin, I may add, is Eskimo for penguin.

Ex America semper aliquid novi. In other words, a Boston couple selected to wear tennis costume at their wedding. I can only express the hope that the customary rackets and bawls will not follow.

Dr. Charles Elliot, President Emeritus of Harvard University, Massachusetts, has opined that the majority of people are overfed and undernourished in consequence of relying too much upon meat, bread, and potatoes instead of milk, fruit, and raw vegetables, which are far richer in vitamins. Upon reading this statement I at once cabled my friend, Dr. Bulkley Stodger, President Emeritus of Yell University, Connecticut, for his remarks. He quite endorses his distinguished colleague's views, and informs me that for several years past he himself has subsisted entirely upon the pips of figs and raw mangolwureals, which contain nothing but vitamins. He adds that he occasionally leaves the table feeling rather overnourished and underfed, and with a sinking sensation behind his fountain-pen and his watch; in which event he swallows a cork. But he is nevertheless persisting in his diet, and anticipates that ere long he will so far have

disciplined himself as to be able to dispense with the actual process of mastication, and to obtain his nourishment by merely looking at a vitamin in a bottle.

My readers will doubtless learn with regret that in certain parts of London epidemics of hay fever are furiously raging. I encountered one unhappy sufferer in Chapside yesterday who held up the pedestrian traffic for some minutes while he released thirty-seven sneezes straight off the reel. So violent were his sneezes that they set the weather-vane on the spire of Bow Church spinning like a roulette wheel, and caused two pigeons sitting on the ledge of the porch to lose their balance and fall over into the outdoor offertory-box.

Why Londoners should be visited with this affliction is hard to determine, as the quantity of hay made in the metropolis is practically negligible. One can ramble all over Lincoln's Inn Fields or Doctors Commons without finding a single blade of it, while one may walk the length of the Haymarket itself without once encountering a hay-broker. I can hence only conclude that the present epidemic has been caused by the hay which rustic villagers to the Wembley Exhibition have brought along in their wicker

